The Hong Kong Daily Press.

No. 6371 號壹十七百三千六第 日二初月四年寅戊緒光 HONGKONG, FRIDAY, MAY 3RD, 1878. 五拜禮 號三月五英 港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

May 1, CHOCOLA, British bark, 284, Kennett, Newcastle, N.S.W., 12th March, General.—GAS COMPANY.

May 2, MOSQUITO, British gunboat, Lieut.-Commander G. A. G. Grey, Saigon 24th April.

May 2, CHINKIANG, British str., 798, S. Orr, Canton 2nd May, General.—SIEMSSEN & Co.

May 2, SUNDA, British str., 1,029, J. Reeves, Shanghai 28th April, General.—P. & O. S. N. Co.

May 2, ARGYLL, British str., 1,271, Scott, Saigon 28th April, Rice.—JARDINE, MATHESON & Co.

May 2, CARISBROOKE, British steamer, 945, Wharton, Singapore 20th April, and Saigon 27th, General.—MAN HING & Co.

May 2, ORISSA, British str., 1,119, Brisoe, Yokohama 24th April, Mails and General.—P. & O. S. N. Co.

May 2, SIAMESE CROWN, Siamese ship, 539, Sass, Bangkok 17th March, Rice and Wood.—TACK MEE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, MAY 1ST.

Tsekya Yeen Byan, Burm. str., for Singapore.
Orestes, British steamer, for Yokohama.
Taiwan, British steamer, for Swatow.
Chinkiang, British steamer, for Shanghai.
Norna, British steamer, for Swatow.
Conquest, British steamer, for Hoihow.
Carisbrooke, British steamer, for Swatow.

DEPARTURES.

May 2, CHIEN-JUI, Chinese revenue cruiser, for a cruise.
May 2, YANGTSZE, British str., for Canton.
May 2, DALE, British str., for Hoihow.
May 2, GLENROY, British str., for Foochow.
May 2, BURMESE, Brit. str., for Yokohama.
May 2, PENEDO, British str., for Singapore.
May 2, TAIWAN, British str., for Swatow, &c.
May 2, GLENFALLOCH, British steamer, for Foochow.
May 2, VILLA DE RIVADAVIA, Spanish bark, for Iloilo.
May 2, TSEKYA YEEN BYAN, Burmese str., for Straits Settlements.

PASSENGERS.

ARRIVED.

Per *Chinkiang*, str., from Canton:—
Rev. J. Lamont and Mr. Barretto, and 180 Chinese.

Per *Sunda*, str., from Shanghai:—
Mr. and Mrs. Powrie, Mrs. Hawtrey, 2 children, and European nurse, Messrs. Woolley and G. M. Sayle, 1 European, 1 Japanese, and 17 Chinese, deck.

Per *Chocola*, from Newcastle, N.S.W.:—
Mrs. Kennett and 2 children, and Miss Murray.

Per *Argyll*, str., from Saigon:—
10 Chinese.

Per *Siamese Crown*, from Bangkok:—
3 Chinese.

Per *Orissa*, str., from Yokohama:—
2 distressed seamen and 4 Chinese.

DEPARTED.

Per *Taiwan*, str., for Swatow, &c.:—
6 Europeans and 40 Chinese.

Per *Tsekya Yeen Byan*, str., for Singapore:—
12 Chinese.

TO DEPART.

Per *Chinkiang*, str., for Shanghai:—
Rev. James Lamont and 150 Chinese.

Per *Norna*, str., for Swatow:—
200 Chinese.

Per *Carisbrooke*, str., for Swatow:—
45 Chinese.

Per *Conquest*, str., for Hoihow:—
60 Chinese.

REPORTS.

The British steamship *Sunda* reports left Shanghai on 28th April, and had fine weather and calm weather.

The Siamese bark *Siamese Crown* reports left Bangkok on 17th March, and had light head winds throughout.

The British steamship *Orissa* reports left Yokohama on 24th April, and had fine weather and head winds throughout.

The British steamship *Argyll* reports left Saigon on 28th April at ten o'clock a.m., and had moderate head winds to Cape Padaran; thence to port light Southerly and South-west winds.

The British steamship *Carisbrooke* reports left Singapore on 20th ultimo at 10.15 o'clock p.m., and had N.E. winds to Saigon, where we arrived on the 23rd at 5.15 o'clock a.m.; left Saigon on the 27th at noon, and had North and S.E. winds to port.

The Brit. bark *Chocola* reports left Newcastle, N.S.W., on 12th March, and had N.N.E. winds for the first five days out, which took us to lat. 34 S. and long. 165 E., then fell in with South East winds carrying us to lat. 12 S., on 25th March passed Mitre Island, catching the Westerly monsoon North of the Island; on the 29th we were sailing through fields of pumice stone, some of which being very large; took the N.E. trades in lat. 3 S.; crossed the Equator on the 5th ultimo in long. 163.40 E.; came through the Caroline Islands, and sighted the reef attached to Bordelaise Island, ran along the Southern edge on the 9th; carried brisk trades and made Roto on the 13th, passing to the Southward, the wind then began to fall light in long. 133 E., and were drawing Eastward, from the 21st to the 23rd the wind being from the S.W. to N.W.; then had N.E. winds for two days; made Batan on the 26th, passed between it and Orange Island forty-five days out; thence had Easterly winds to the Pratas, and light Westerly winds to port with calm weather; arrived on the night of the 1st May at eleven o'clock.

SHANGHAI SHIPPING

April—

ARRIVALS.

19, Kiang-ching, Chinese str., from Hankow.
19, Paokong, American str., from Hankow.
19, Leeyuen, Chinese steamer, from Tientsin.
19, Agate, American bark, from New York.
20, Star of China, British ship, from Sydney.
20, Cutty Sark, British ship, from Sydney.
20, Appin, British steamer, from Tientsin.
21, Kiang-foo, Chinese steamer, from Hankow.
21, Yung-ching, Chinese str., from Tientsin.
22, Taku, British steamer, from Tientsin.
22, Pekin, British steamer, from Hankow.
22, Supreme, British bark, from Nagasaki.
23, Kiangkwan, Chinese str., from Hankow.
23, Hanyang, British steamer, from Hankow.
24, Sin-Nanzing, British str., from Tientsin.
24, Hayden Brown, Amr. bark, from N. York.
25, Hankow, British steamer, from Hankow.

April— ARRIVALS.

18, Chihaya Maru, Jap. str., for Nagasaki.
19, Fung-shun, Chinese str., for Chefoo.
19, Kiang-yung, Chinese str., for Hankow.
19, Ambassador, British bark, for Nagasaki.
20, Christian, German schooner, for Tientsin.
21, Shanghai, British steamer, for Hankow.
21, Hae-shin, Chinese steamer, for Tientsin.
22, Kiang-ching, Chinese str., for Hankow.
23, Hae-an, Chinese steamer, for Chefoo.
23, Appin, British steamer, for Chefoo.
24, Pekin, British steamer, for Hankow.
24, Hiroshima Maru, Jap. str., for Nagasaki.
24, Hattie N. Bang, Am. bark, for Nagasaki.
25, Inverness, British bark, for Nagasaki.
25, Fantaisie, British bark, for Nagasaki.
25, Galley of Lorne, Brit. str., for Nagasaki.

AUCTION SALES TO-DAY.

LANE, CRAWFORD & Co., Auctioneers.

NOTICES OF FIRMS.

NOTICE.

MR. BERNHARD SCHAAR and Mr. FRIEDRICH WILHELM HULSE have This Day been admitted PARTNERS in our Firm.
DIRCKS & Co.
Swatow, 1st May, 1878. [1m741

NOTICE.

ON and after the 1st proximo the BUSINESS of Mr. T. ALGAR will be carried on by the Undersigned.
All Business Transactions will be carried on as heretofore under the Name and Style of "T. ALGAR & Co."
GEORGE STAINFIELD.
Hongkong, 30th April, 1878. [742

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China CEASED on the 31st December last.
RUSSELL & Co.
China, March 8th, 1878. [6m439

NOTICE.

MR. WILLIAM HENRY HARTON, Jr., is This Day admitted a PARTNER in our Firm.
GILMAN & Co.
Hongkong and Foochow, 1st May, 1878. [1m733

NOTICE.

MR. JOHN GRATTON CASS is admitted a PARTNER in our Firm from this date.
ELLES & Co.
Amoy, 1st April, 1878. [556

NOTICE.

MR. JAMES LYON PLAYFAIR SANDERSON has been authorized to SIGN our FIRM per procuration at Foochow.
BIRLEY & Co.
Hongkong, 6th April, 1878. [1m592

NOTICE.

THE Undersigned have been appointed by Messrs. PIGOU, WILKS, and LAURENCE, Limited, Gunpowder Manufacturers, of Dartford and Battle, their SOLE AGENTS in HONGKONG and CHINA.
MEYER & Co.
Hongkong, 6th February, 1878. [230

NOTICE.

MR. JOSEPH HARMON has been admitted a PARTNER in our Firm, from 1st of April, 1878.
WILLIAMS & Co.
Swatow, March 27th, 1878. [3m533

NOTIFICATION.

I beg to notify that I have RESUMED BUSINESS at TAMSUI and KELUNG in North Formosa, under the style or firm of "DODD & Co."
JOHN DODD.
Tamsui, 17th April, 1878. [637

NOTICE.

MR. ROBERT HUNTER HILL, is AUTHORISED to SIGN our FIRM.
BRADLEY & Co.
Swatow, 17th April, 1878. [1m635

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... $5,000,000 of Dollars.
RESERVE FUND ..... 1,000,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—E. D. SASSOON, Esq.
Deputy Chairman—WM. H. FORBES, Esq.
E. R. Bellisor, Esq. | Adam Lind, Esq.
H. L. Dalrymple, Esq. | Wilhelm Reimers, Esq.
H. Hoppius, Esq. | W. S. Young, Esq.
Hon. W. Keswick.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.,
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 5 per cent. per annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
9] Hongkong, 27th February, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

CAPITAL ..... £800,000.
RESERVE FUND ..... £110,000.
Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.
Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application. [1813

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [20

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [30

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.
NORTON & Co.,
Agents.
Hongkong, January, 1876. [2

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
Hongkong, 4th October, 1876. [32

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
Hongkong, 10th October, 1868. [25

TO BE LET.

TO LET.

THE SECOND STOREY of HOUSE No. 58, QUEEN'S ROAD CENTRAL. Apply to
THOS. G. GLOVER,
No. 7, Queen's Road Central.
Hongkong, 2nd May, 1878. [740

TO LET.

NO. 9, QUEEN'S ROAD CENTRAL, with Godowns attached.
No. 2, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 1st February, 1878. [11

TO LET.

THREE OFFICES in CLUB CHAMBERS. DWELLING HOUSE, No. 6, MOSQUE TERRACE; Possession from 15th April next.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 5th March, 1878. [37

TO LET.

THE GROUND FLOOR of No. 39, QUEEN'S ROAD, with Godown underneath; Compradore and Servants' Offices. Also additional Godown accommodation if required. Immediate Possession.
Apply to TURNER & Co.
Hongkong, 4th October, 1877. [1406

TO LET, FURNISHED ROOMS, with use of DRAWING ROOM, WITH or WITHOUT BOARD, with a private family. Address F., care of *Daily Press* Office.
Hongkong, 2nd April, 1878. [t568

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchi.
Apply to
OLYPHANT & Co.
Hongkong, 1st March, 1877. [t10

TO LET.

FAIRLEA, WEST POINT, from 1st April. FLETCHERS' BUILDINGS, either as entire Houses, or in Flats, or Apartments.
GODOWNS, STABLING, and STORAGE, of every description.
Apply to
SHARP, TOLLER, AND JOHNSON,
Solicitors.
Supreme Court House,
Hongkong, 26th February, 1878. [36

TO LET.

NO. 3, WEST TERRACE. Possession on the 1st of March.
Apply to T. ALGAR,
9, Hollywood Road.
Hongkong, 1st February, 1878. [427

TO LET, a FURNISHED SUMMER RESIDENCE in Macao, well situated. Possession on the 1st May, 1878. Also a HOUSE on the PRAYA GRANDE, No. 27. Possession on 1st June.
For Particulars apply to
A. DA SILVA TELLES,
Macao Hotel, No. 15, Praya Grande.
Macao, 5th April, 1878. [587

TO LET.

NO. 8, UPPER MOSQUE TERRACE. Gas and Water laid on.
T. G. LINSTEAD.
Hongkong, 1st April, 1878. [553

TO LET.

THE EASTERN HOUSE at the ALBANY, at present in the occupation of Mr. BRERETON. Possession can be had on 1st May.
Hongkong, 1st April, 1878. [554

INTERNATIONAL HOTEL, YOKOHAMA, JAPAN.

This HOTEL, pleasantly situated on the Bund, commands an extensive view of the harbour, and having been entirely REFITTED, offers every comfort for the Travelling Public.
W. H. HENRIQUES & Co.,
6m435] Proprietors.

THE STAG HOTEL, QUEEN'S ROAD CENTRAL, HONGKONG, Under New Management, this Establishment will now be conducted as a First-class Hotel.
Tiffin at ONE o'clock. Dinner at SEVEN.
Wines and Spirits of the Best Quality only.
New English and American Billiard Tables.
J. COOK, PROPRIETOR.

ORIENTAL HOTEL, WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN at ONE. DINNER at SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY.

IN LIQUIDATION.

A FOURTH RETURN of CAPITAL, at the Rate of THREE TAELS per Share, will be made to Shareholders of Record on the 1st April, payable at the Office of the Liquidators on MONDAY, the 8th April.
WARRANTS will then be delivered by the Undersigned to Shareholders or their lawful Representatives, on presentation of Share Certificates for endorsement.
The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th April inclusive.
By Order, RUSSELL & Co.,
Liquidators.
Shanghai, March 30th, 1878. [588

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 1st March, 1874. [27

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [21

NOTICE.

THE Undersigned has been appointed AGENT at THIS PORT for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, (LIMITED).
W. H. NOTLEY.
Hongkong, 6th June, 1877. [t54

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 400,000; EQUAL TO $555,555.55.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the Sen Tye Lee Hong.
KWOK ACHEUNG, of the Fat Hing Firm.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.
HOLLIDAY, WISE & Co.,
Hongkong, 1st June, 1877. [331

AUCTIONS.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, in their Sales Rooms, Praya,
THIS DAY,
the 3rd May, 1878, at Noon,—
2, 3, and 4-Light KEROSINE CHANDELIERS, FANCY FLOWER VASES, COTTON SOCKS, UMBRELLAS, TOOTH BRUSHES, FANS, CROCKERY and GLASS WARE, WAX DOLLS, &c., &c.
Also,
6 Shanghai BATH TUBS.
6 Cases LOAF SUGAR.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
Hongkong, 2nd May, 1878. [743

PUBLIC AUCTION.

THE Undersigned has received instructions from G. P. RICHARD, Esq., to Sell by Public Auction, on
WEDNESDAY,
the 8th May, 1878, at Two o'clock P.M., at his Residence, No. 5, Seymour Terrace,—
The whole of the HOUSEHOLD FURNITURE, &c., comprising:—English-made WALNUT DRAWING-ROOM SUITE, covered with Crimson Rep.
English-made Walnut CARD TABLE and CORNER WHATNOTS, CHIMNEY GLASS and CLOCK, CHROMOS, RUGS, &c.
English-made Mahogany DINING-ROOM CHAIRS, Extension DINING TABLE, DINNER WAGGONS, JAPANESE FOLDING SCREENS, DINNER, DESSERT, and TEA SETS, GLASSWARE and PLATED WARE.
Double IRON BEDSTEADS and CHILDREN'S COTS, English-made Mahogany CHEST of DRAWERS, Lady's WARDROBES, English-made Mahogany Marble-top WASHSTAND and TOILET GLASS.
A COTTAGE PIANO, by J. BROADWOOD & SONS, in Excellent Condition.
&c., &c., &c.
Catalogues will be issued, and the whole to be on view on and after TUESDAY, the 7th instant.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at Purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 2nd May, 1878. [744

MACEWEN, FRICKEL & CO.

HAVE RECEIVED, BY LATE ARRIVALS, AND NOW OFFER FOR SALE,

A FRESH AND SELECT ASSORTMENT OF SUPERIOR

OILMANS' STORES AND PROVISIONS, including—

CROSSE AND BLACKWELL'S STORES.
MOIR'S STORES.
J. I. MORTON'S STORES.
CUTTING'S SAN FRANCISCO STORES.
NOWSON'S INDIAN CONDIMENTS.
HUNTLEY AND PALMER'S READING BISCUITS.
CALIFORNIAN CRACKER CO.'S BISCUITS.
FINEST CHICAGO HAMS AND BACON.
FINEST WILTSHIRE BACON.
ENGLISH AND AMERICAN CHEESE.
CALIFORNIAN AND DANISH BUTTER.
LIEBY, MCNEIL, and LIBBY'S COMPRESSED TONGUES AND CORNED BEEF.
BROUGHAM'S LUNCH TONGUES AND PIGS' FEET.
GOLDEN GATE FLOUR.
CORN MEAL, HOMINY, CRACKED WHEAT, AND BUCKWHEAT FLOUR.
CODFISH TONGUES AND SOUNDS.
MACKEREL AND HERRINGS.
HONGKONG REFINED SUGAR OF ALL GRADES.
Hongkong, 22nd April, 1878. [682

VICTORIA DISPENSARY.

ESTABLISHED 1865.

WM. CRUICKSHANK,
DISPENSING CHEMIST & DRUGGIST,
IMPORTER OF DRUGGISTS' SUNDRIES, PATENT MEDICINES, and TOILET REQUISITES.
MANUFACTURER OF ALL KINDS OF AERATED WATERS.
PHYSICIANS' PRESCRIPTIONS CAREFULLY PREPARED
in strict accordance with the Formula of the British Pharmacopœia.
SHIP AND FAMILY MEDICINE CHESTS supplied and refitted.
PASSENGER SHIPS SUPPLIED.
N.B.—All business communications should be addressed VICTORIA DISPENSARY. [85

FOR SALE.

DOUBLE-BARREL GUNS, CENTRAL and PIN-FIRE, with Cartridges, Cartridge Cases, Wadding, Shot, &c. Also RIFLES and REVOLVERS.
Apply to J. F. SCHEFFER,
54, Praya Central.
Hongkong, 18th September, 1877. [40

FOR SALE.

A FEW COPIES of the following PUBLICATIONS at the *Daily Press* Office:
AN Eastern Love Story.
KUSA JATAKAYA, A BUDDHISTIC LEGEND. By THOMAS SPEIRS.
THE WHEEL OF THE LAW. BUDDHISM, ILLUSTRATED FROM SIAMESE SOURCES. By HENRY ALABASTER.
A CATENA OF BUDDHIST SCRIPTURES FROM THE CHINESE. By SAMUEL BEAL.

FOR SALE.

CUTLER, PALMER & CO.'S
CLARETS, at $12, $10, $7, $6, $5½, and $4½ PER CASE OF 1 DOZEN QUARTS.
SHERRIES, at $10½, $9, $8½, and $8½ PER CASE OF 1 DOZEN QUARTS.
CHAMPAGNE, at $15 PER CASE OF 2 DOZEN PINTS.
CHAMPAGNE, at $12 PER CASE OF 1 DOZEN QUARTS.
HOCK, at $8½ PER CASE OF 1 DOZEN QUARTS.
BRANDIES, ****************, at $6½, $7½, $9, and $10½ PER CASE OF 1 DOZEN QUARTS.
WACHTER'S CHAMPAGNE, AS SUPPLIED TO H.R.H. THE PRINCE OF WALES, $18 PER DOZEN QUARTS.
Detailed Price Lists on application to
SIEMSSEN & Co.
Hongkong, 1st November, 1877. [14

INTIMATIONS.

LANE, CRAWFORD & CO. HAVE FOR SALE, EX LATE ARRIVALS,
LETTS' DIARIES.
ARNOULD ON MARINE INSURANCE.
LAW OF GENERAL AVERAGE.
SMITH'S MERCANTILE LAW.
MCCULLOCH'S COMMERCIAL DICTIONARY.
HOPKINS' PORT OF REFUGE.
ENGLISH SYNONYMS.
ROGET'S THESAURUS.
ANDERSON'S MERCANTILE LETTERS.
OLLENDORFF'S FRENCH METHOD.
OLLENDORFF'S GERMAN METHOD.
OLLENDORFF'S SPANISH METHOD.
OLLENDORFF'S ITALIAN METHOD.
NARES' SEAMANSHIP.
DICTIONARY OF MEDICINE AND HYGIENE.
UNIVERSAL INDEX OF BIOGRAPHY.
POLE'S THEORY OF WHIST.
THE CORRECT CARD.
BEETON'S HOUSEHOLD MANAGEMENT.
BEETON'S EVERYDAY COOKERY.
ENGLISH DICTIONARIES.
FRENCH DICTIONARIES.
GERMAN DICTIONARIES.
SPANISH DICTIONARIES.
ITALIAN DICTIONARIES.
ENQUIRE WITHIN UPON EVERYTHING.
ALL ABOUT HARD WORDS.
CHINESE COMMERCIAL GUIDE.
GILES' CHINESE SKETCHES.
SOCIAL LIFE OF THE CHINESE.
EITEL'S NEW CHINESE DICTIONARY.
EITEL'S BUDDHISM.
EITEL'S FUNG SHUI.
BALFOUR'S WAIFS AND STRAYS.
EDKINS' RELIGION IN CHINA.
CHALMERS' CHINESE DICTIONARY.
TRANSLATION "PEKING GAZETTE."
MAYERS' TREATIES.
MAYER'S CHINESE GOVERNMENT.
LEGGE'S CLASSICS. LEGGE'S SHEKING.
DENNYS' FOLKLORE.
LANE, CRAWFORD & Co.,
BOOKSELLERS AND PUBLISHERS.
Hongkong, 13th April, 1878. [635

FOR SALE, ex STEAMSHIP "CHINA," PRIME CHICAGO HAMS and BACON at 25 Cents per lb., MESS BEEF and PORK, Half and Whole Barrels, SWISS CHEESE, California Brown and White BEANS, &c., &c.
J. F. SCHEFFER, 54, Praya Central.
Hongkong, 17th April, 1878. [657

FOR SALE.

A STEAM-LAUNCH, 38 feet long, by 8 feet 6 inches beam. Very fast, with small consumption. For further particulars, Address K.Z., care of *Daily Press* Office.
Hongkong, 15th April, 1878. [638

FOR SALE, LARGE TAKASIMA COAL, At $8 Per Ton, ex GODOWN.
Apply to
T. G. GLOVER,
No. 7, Queen's Road Central, East Point.
Hongkong, 17th April, 1878. [356

FOR SALE TAKASIMA COALS, ex GODOWN.
Apply to
FOOK MOW LOONG & Co.,
48, Bonham Strand, Praya West.
Hongkong, 10th April, 1878. [1m616

COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.
Apply to BATTLES & Co.
Hongkong, 1st December, 1877. [53

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT, AND IMPORTER OF
FRENCH GOODS.
Depôt for VICHY WATERS and Special Agent for PINAUD'S PERFUMES and ANTOINE'S INKS.
Gentlemen's Best French Boots and Shoes.
44, QUEEN'S ROAD, HONGKONG.

JOHN SKINKER, 115, PINE STREET, SAN FRANCISCO, CALIFORNIA, Sole Agent on the Pacific Coast for WINCHESTER REPEATING ARMS Co.'s Repeating Rifles, Carbines, and Muskets, Model 1866 and 1873; Plain Mounted, or Gold, Silver, or Nickel-Plated, and Beautifully Engraved.
METALLIC CARTRIDGES
of all sizes and kinds for Pistols or Rifles of their make. [6m125

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."
$19.....per case of 2 dozen pints.
$18.....per case of 1 dozen quarts.
CHATEAU LEOVILLE POYFERRE, 1869 "VIN DES PRINCES."
$18.....per case of 1 dozen quarts.
PALMER MARGAUX.
$7.....per case of 1 dozen quarts.
$8.....per case of 2 dozen pints.
CHATEAU BELAIR.
$7.....per case of 1 dozen quarts.
LORMONT.
$5.....per case of 1 dozen quarts.
$6.....per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 1st May, 1878. [12

EX P. & O. STEAMER "GEELONG."

SPECIALLY SELECTED.

MARSALA WINES.

OLD PARTICULAR,
In Quarter-Casks (equal to about 12 dozen), $50.
In Octaves (equal to about 6 dozen) ..... $30.
LONDON PARTICULAR,
In Quarter-Casks (about 12 dozen)..... $45.
In Octaves (about 6 dozen) ..... $25.
GEO. SMITH & Co.,
Agents for China, Hongkong, and Japan.
458] NORTON & Co., Agents.

CHINA SUGAR REFINING COMPANY, LIMITED.

This Refinery Manufactures—
LOAF SUGAR (in 5, 10, and 15 lbs. Loaves).
CUT and POWDERED LOAF SUGAR.
CUBE SUGAR (LYLE'S PATENT) shortly.
CRYSTALISED SUGAR, mark C.S.R. in diamond A1111*.
FINE WHITE SUGAR, mark C.S.R. in diamond A111*.
MEDIUM WHITE SUGAR, mark C.S.R. in diamond A11*.
FINE YELLOW SUGAR, mark C.S.R. in diamond A1.
COFFEE SUGAR, mark C.S.R. in diamond B1.
GOLDEN SYRUP, SYRUP, and MOLASSES.
SPIRITS of WINE and LAMP SPIRIT.
RUM, 65 deg., 30 deg., O.P., and NAVAL.
ANIMAL CHARCOAL and DUST.
AMMONIACAL LIQUOR, from BONES.
BONE TAR (A Preventive of White Ants).
ROUGH BONE TALLOW.
PACKED in QUANTITIES and PACKAGES to suit CUSTOMERS.
Particulars and Prices on application to
THE MANAGER,
China Sugar Refining Company, Limited,
East Point.
Hongkong, 1st March, 1878. [6m419

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
[illegible]
Hongkong, January, 1877. [16

INTIMATIONS.

SEALED TENDERS will be received by the Undersigned until NOON on THURSDAY, the 9th instant, for the CONSTRUCTION of a SEA WALL in front of the Steam Factory Buildings, R.N., Naval Yard, Hongkong.
Plans and Specifications may be seen and further Particulars obtained on application.
JOHN BREMNER,
Naval Storekeeper.
H.M. Naval Yard,
Hongkong, 3rd May, 1878. [751

THE GREAT NORTHERN TELEGRAPH COMPANY.

NOTICE.

The Public is informed that the Imperial Japanese Government has decided to adopt a Word Tariff for International Telegrams on all their lines on and after the 1st day of MAY NEXT, and the rate is fixed at TWENTY CENTS of a Mexican Dollar PER WORD from NAGASAKI to ALL STATIONS in the Empire.
CARL NIELSEN,
Superintendent.
Hongkong, 26th April, 1878. [1w715

WANTED, by the Advertiser, who holds very high Testimonials as a GENERAL CLERK and ACCOUNTANT, and has had charge of an extensive Correspondence for some years, an ENGAGEMENT in any Clerical Capacity, in the Colony or elsewhere. Moderate Salary. Address "Clerk," *Daily Press* Office.
Hongkong, 29th April, 1878. [1w720

WANTED, EMPLOYMENT as CLERK, BOOK-KEEPER, or GODOWN-KEEPER. Advertiser has had many years' experience in the Colony. Address H. T., care of *Daily Press* Office.
Hongkong, 23rd April, 1878. [686

NOTICE TO MARINERS.
No. 84.

CHINA SEA.

RIVER MIN—FOOCHOW DISTRICT.

The following dangers have recently been examined by H.M.'s Surveying Vessel "NASSAU," Captain R. H. NAPIER, R.N., in charge of Survey:—

1.—"BENJAMIN AYMAR" ROCK.
This Rock, on which the American barque "BENJAMIN AYMAR" struck in January, 1878, consists of a small ROCKY PATCH with 3 feet of water on its shoalest part at L. W. Springs. A depth of from 9 to 10 fathoms was obtained in every direction at a distance of 1½ cables from it, the bottom being mud.
Changchi Peak bears N. 68° E. from the Rock.
Middle Dog Lighthouse bears S. 37° E. from the Rock.
Sea Dog Summit bears S. 58° E. from the Rock.
Sea Cat Summit bears S. 71° E. from the Rock.
CLEARING MARKS.—The Southern extreme of Changchi Island in line with the Northern extreme of Matson Island leads clear to the Southward; and Crab Island should not be brought to bear Eastward of North to clear to the Eastward.

2.—"NORMAN COURT" ROCK.
This Rock consists of TWO PINNACLES lying in a North and South direction, and distant 1¼ cables from each other. The SOUTHERN One is distant 4½ cables from Flat Rock, and has 9 feet of water over it at L. W. Springs with deep water close around; but a rocky ledge with 6 fathoms over it extends 1½ cables to the S.E. by S. of it. The NORTHERN One has only 6 feet over it at L. W. Springs. There is also a ROCKY PATCH, with 2½ fathoms over it, to the S.S.E. ¾ E. of Flat Rock, and distant from it 2¾ cables.
Flat Rock Summit bears N. 7° 10' W. from the S. Pinnacle.
Changchi Peak bears N. 16° E. from the S. Pinnacle.
Matson Peak bears N. 69° W. from the S. Pinnacle.
Sea Dog Summit bears S. 5° W. from the S. Pinnacle.

3.—"PILOT ROCK."
This danger (described at Page 276 of the China Sea Directory, Vol. III., 1874, as lying 3 miles East from Sea Cat, but unnamed), is 3¼ miles from the Sea Cat, and consists of a PINNACLE of small extent on which the sea breaks at L. W. Springs, there then being about 1 foot of water over it.
Changchi Peak bears N. 17° W. from the Rock.
Sea Cat Summit bears S. 87° W. from the Rock.
Sea Dog Summit bears S. 63° 15' W. from the Rock.
This notice affects Admiralty Charts. Nos. 1,262, 1,761, and 2,400.
All Bearings are Magnetic.
Variation in 1873 1° West.
By Order of the Inspector-General of Customs,
DAVID M. HENDERSON,
Engineer-in-Chief.
Imperial Maritime Customs,
Engineer's Office,
Shanghai, 16th April, 1878. [8d722

NOTICE.

OFFICE OF THE YANGTSZE INSURANCE ASSOCIATION.

A SPECIAL GENERAL MEETING of SHAREHOLDERS will be held at the Office of Messrs. RUSSELL & Co., on TUESDAY, the 7th May, at Two o'clock P.M.
Business—To receive the Accounts of the Association for the Fiscal Year ending September 30th, 1877.
The TRANSFER BOOKS will be CLOSED from the 3rd to the 7th May inclusive.
By Order of the Directors,
RUSSELL & Co.,
Secretaries.
Shanghai, 20th April, 1878. [697

NOTICE.

OFFICE OF THE YANGTSZE INSURANCE ASSOCIATION.

NEW SHARE CERTIFICATES, in exchange for the existing ones, will be ISSUED to Shareholders of record on the 15th May next.
It is requested that Shareholders will send in their present Certificates as soon as possible after that date, and that those who have not yet Signed the Deed of Settlement will do so without delay.
By Order of the Directors.
RUSSELL & Co.,
Secretaries.
Shanghai, 20th April, 1878. [698

CHINA NAVIGATION COMPANY, LIMITED.

The Company's steamer "ICHANG" will temporarily CEASE to run between Canton and this Port, from WEDNESDAY NEXT, the 10th instant, until further notice.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th April, 1878. [604

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS, RENTS COLLECTED. BROWN, JONES & CO., UNDERTAKERS, MOURNING STATIONERY, &c., MONUMENTS ERECTED.
79] 9, HOLLYWOOD ROOD.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
[illegible]
Hongkong, 9th November, 1869. [32

INTIMATIONS.

FOR SHANGHAI.

THE Steamship
"CHINKIANG,"
Orr, Master, will be desp

NOTICE.

THE Undersigned, having become LESSEE of the "HONGKONG DAILY PRESS" and the BUSINESS connected therewith, will conduct the same on his own account from this date.

R. CHATTERTON WILCOX.

Daily Press Office,
Hongkong, 1st January, 1878.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [17

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

The Daily Press.

HONGKONG, MAY 3RD, 1878.

HAVING commented at some length on the suggested employment of convicts on works of utility both inside and outside the precincts of the gaol, we pass on to consider the remarks of His Excellency on branding and deportation. With regard to the former there are many objections to be urged against it both on the score of humanity and policy. The criminal so treated is everywhere shunned and all chances of returning to an honest course of living are practically closed to him. As His Excellency pointed out on Monday at the Council, men bearing the Hongkong brand are not allowed to long trouble Macao with their presence, they are hunted down on the mainland, and they cannot emigrate. It is most desirable to be able to identify criminals, but it is possible, we hope, to do so without fixing upon them an indelible stigma, which, like the brand of CAIN, causes them everywhere to be shunned and outcast. Crime should bring punishment, but the law should not be a savage avenger and blast a man's whole career when his offence has been expiated. Photography is universally employed at home in the gaols as a means for identifying prisoners, and it has been found remarkably successful. The photographs deteriorate in this climate, but not so rapidly or completely as to become indistinct for many years, and the Police Authorities testify to their utility as a means of identification. With reference to the remark of the Acting Chief Justice to the effect that it was found the prisoners got so fat in gaol that the officers could not identify them as the men who came in, this difficulty could be overcome in the way recommended by the Committee—namely, to photograph them at different periods—and it is not so likely, we should imagine, to occur under Mr. HENNESSY's new *régime*, which includes a very appreciable reduction in the rations allowed. There seems to be no good argument in favour of the retention of the practice of branding, except as a means of identification, and if anything less brutal and equally effectual can, it certainly should, be substituted.

The question as to whether deportation should be abandoned requires much more serious consideration than that of branding. No injustice is done by it to a criminal whose repeated offences have merited such a severe punishment. Few of the criminals are natives of this Colony, and there is no reason why it should not be rid of them if possible, just as troops of beggars who are constantly flocking here are sent to their native places. The only question is whether this course is effective, or whether the criminals do not remain in the neighbourhood, ready, as the GOVERNOR suggests, to pounce upon the Colony at any moment. The figures which His Excellency has promised to lay before the Council on this subject will be looked for with much interest. That the system has had some effect in reducing the number of criminals is, however, beyond dispute. The Ordinance passed by Sir RICHARD MACDONNELL, which Mr. HENNESSY animadverted so strongly upon at the Council on Monday, was passed in 1872, and, if we mistake not, came into force towards the close of the following year. The average number of prisoners in gaol during the past eight years was as follows:—In 1870, 431; 1871, 493; 1872, 458; 1873, 518; 1874, 367; 1875, 347; 1876, 433; 1877, 395. It will thus be seen that there was at once a very appreciable decrease in the number of prisoners in gaol immediately after the Ordinance came into force, and that the number has not since reached its former level. The increase in 1876 was probably due to the introduction by the river steamers of very low fares for passengers, in consequence of which the predatory portion of the population found it profitable to migrate to Hongkong. It is satisfactory to note a decrease on the previous year, ascribable probably to the criminals not finding the Colony altogether such a happy hunting ground as they had pictured it. The decrease was also, perhaps, in part due to the fact of old offenders receiving long sentences instead of repeated short ones. Until we have Mr. HENNESSY's figures, we cannot well enter into the subject further, but it may be safely assumed that the transportation scheme which he has attempted to inaugurate will, if it be in force, be found the most effective of all repressive measures.

THE statement telegraphed by REUTER, that Russia is urging upon the Great Powers the policy of partition is significant. It is now evident that, notwithstanding the assertions to the contrary, Russia is pretty well in his hands, the CZAR has resolved to throw off the mask and proclaim himself in his true character as ALEXANDER the Despoiler instead of ALEXANDER the Liberator, which title has recently been bestowed upon him by ardent Busophiles. Little by little, the aggressive character of this new Russian crusade against the Moslem has become apparent even to those who at first believed, in spite of the warnings of the past, in the disinterestedness of Russia. The war waged with the Porte was a war of aggression, the object being not the welfare of the Christian subjects of the SULTAN but the aggrandisement of Russia by the dismemberment of Turkey. For some time the Russian Government succeeded in throwing dust in the eyes of Europe, but now disguise is considered unnecessary, the CZAR coolly comes forward with a proposition wonderfully akin to that by which Poland ceased to exist. Though it is extremely doubtful what the attitude of Austria is in the question, England appears to be maintaining a firm stand against all suggestions for the acquisition of territory. It would be a good thing for Great Britain and a better thing for the Egyptians if the British Government were to acquire by purchase the land of the Pharaohs, but after all the hesitation shown is only natural. Such a step might be viewed with disfavour by France, as the Suez Canal was mainly constructed with French capital, while it would entail serious responsibility upon the British Government which it naturally hesitates to incur. The prospect looks less peaceful than before this avowal of her aims by Russia. At this distance, and with the scanty information supplied by the REUTER's telegrams, we cannot fully trace the connection between the fresh rising in Bulgaria and the Muscovite suggestion of partition, but they are obviously connected. Time will show, perhaps, whether the outbreak was planned by Russia as an excuse for bringing forward her partition proposal.

The Canton river steamer *Kinshan* commenced running yesterday morning.

In reference to the fighting in the Tung Kun district, mentioned by our Canton correspondent, we hear that a number of letters have been received in Hongkong by men from the villages concerned calling upon them to return to their native places.

The *Japan Times* hears that the *Shanghai Courier* has changed hands, and is to be run as a daily morning paper. The journal is said to have been bought by Mr. Drummond, a barrister, in Chinese interests, and the price paid for it is stated to have been twelve thousand taels.

The German ship *Requhra*, Captain Lange, has a case of scurvy on board. One of the crew named John Rohnstrom, a native of Jutland, Sweden, is laid up with a light attack of it. On the 21st January at midnight, a seaman named Auguste Schumacher, a native of Stralsund, in the Baltic Sea, died of apoplexy, in lat. 3 S. and long. 125 East.

The band of the 74th Highlanders will perform the following programme at the Officer's Mess to-night, commencing at 9.15 p.m.:—

Overture	"Crown Diamonds"	Auber.
Selection	"Crispino e la Comare"	Ricci.
Valse	"Lust und Leben"	Gung'l.
Selection	"Faust"	Gounod.
Valse	"Die Grafenberger"	Gung'l.
Galop	"Bahli and Bijou"	Rivière.

MR. J. BUCHANAN, Bandmaster.

Return of visitors to the City Hall Library and Museum for the week ending 1st May:—

	EUROPEAN.	CHINESE.
Thursday	53	301
Friday	87	455
Saturday	96	327
Sunday	70	Sunday
Monday	45	294
Tuesday	51	338
Wednesday	51	278
	451	1,990

The British bark *Chocola*, Captain Kennett, which has arrived here from Newcastle, N.S.W., reports passing through the fields of pumice stone which have been reported by the steamer *Pacific* and other vessels, and in almost the same latitude and longitude, plainly showing that an eruption or upheaval of considerable magnitude had taken place. The captain obtained specimens of the floating stone, which he brought to Hongkong.

When the P. and O. steamer *Orissa* came into harbour yesterday she proceeded to the wharf at West Point, abreast of which she put out springs and was heaving on them to haul her alongside, when the bow line snapped, and owing to a very strong wind and tide prevailing at the time, her bow swung off and she collided with the junks at anchor near the wharf. After an hour's struggle with the wind and tide she eventually made fast to the buoy off the wharf.

Yesterday afternoon a match was rowed between two ten-oared cutters of the gunboats *Growler* and *Swinger*. The course was from the *Growler*, which is moored about 150 yards ahead of the *Victor Emanuel*, down to Wanchi, round the steamer *Hankow* moored off Kellet's Island, thence back round the *Moness* and back to the *Growler*. A stiff breeze and strong tide were on at the time. A good start was made, the *Growler's* men starting with 34 strokes to the minute and *Swinger's* 38 strokes to the minute. The *Growler* took the lead from the start and kept it. When near the *Hankow*, the *Growler's* were pulling 40 strokes and *Swinger's* still sticking to their 38. The *Growlers* kept up the high pressure till nearing home and won by nearly half-a-mile. Some amusement was caused by one of the sailors on the gunboat *Growler* going out to the jibboom end and waving a flag with a copy of the *Growler's* figure-head on it. Both crews were cheered on coming in.

The steamship *Gleneaglas* has made an extraordinary run from Shanghai to Tokohama. The subjoined report was furnished to the *Japan Herald* by the chief officer:—The *Gleneaglas* left the buoy at Hongkow at 5.40 a.m., April 12th; passed the red buoy at Woosung at 7h. 10m., and the lightship at 9h. 35m., from whence departure was taken, and at noon the North Saddle Island was abeam, the run on the first day being 72 miles, weather light and cloudy. The next 24 hours' run, through a thick fog and light breeze, was 292 miles, and to noon on the 14th the reckoning showed a distance run of 320 miles, with fresh E. and E.S.E. winds. At 4h. 30m. a.m. on the 15th April, had heavy rain and thick weather, in consequence of which the engines were slowed for two hours. Made Rock Island at 9h. 40m., the day's run at noon being 326 miles. Arrived at Treaty Point Lighthship at 3 p.m. April 15th, making the run over in 81 hours, including all hindrances.

A story, for the truth of which we cannot vouch, is (says the *Japan Gazette*) being too often repeated to be excluded from the pages of this journal. We give it for what it is worth:—The rumour runs that the Government of Russia applied to the Government of Japan for permission to use the coast of Kiushiu, for what purpose has not been divulged, but presumably as a naval station. This request was peremptorily refused by the Ministry of this country. Should the report have any foundation, the designs of Russia will be more apparent than we supposed, but that the Russian Government should have preferred a request which there was so little chance of Japan acceding to is, *prima facie*, incredible. Great Britain would not have considered Japan responsible for her actions had the Russian demand been granted; and instead of a remonstrance the occupation of the Kiushiu set aboard to the instant exclusion of the Russians would have been the consequence. It is matter for congratulation to the people that the remarkable exchange of Saghalien for the Kurile Islands, is not a forgotten transaction. What return Russia would have offered to make to Japan for the cession of Kiushiu is unknown, but present Russian promises should be estimated by the Japanese in the ratio of their past performance; and before deciding upon any proposition they should await the settlement of the Kuldja question with the Chinese.

By the arrival of the P. & O. steamer *Orissa* from Yokohama, we learn that on Friday morning, the 19th ultimo, the screw sloop *Syoria* (4), Commander A. E. Douglas, and the corvette *Modeste* (14), Captain J. G. Mead, left Yokohama under sealed orders. The next day at daylight three Russian men-of-war that were in harbour also left; at noon the same day the *Aurlacious* (14) flagship, with the gun-vessel *Magpie* in tow, left Yokohama. The English gunboats, we hear, arrived at Nagasaki on Wednesday.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents].

THE BLOCKADE QUESTION.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In the opium smuggling controversy you have raised with your contemporary in Japan, reference has been made to letters of mine that appeared in your columns some six months since, and you twit me with not having replied to what you infer was an overwhelming refutation, and such you confidently state was "very generally accepted as a complete *expose* of the fallacies" of my assertions. Whether your articles of the 28th September and 6th October are capable of such construction I will now consider; these beyond giving expression to an individual opinion unsupported by evidence or reference, (for the extracts from the preceding fortnight's *Trade Report* and a few figures showing the total annual export, cannot be claimed as such), did not appeal to me sufficiently to call for further notice, but as you cherish some illusions on the subject, and give a direct challenge, permit me briefly to epitomise your remarks, and in doing so it will save time if I group together such of your arguments as are mere repetitions or have bearing one on another.

In your first article, after observing that my views on the subject of the Blockade of Hongkong by the Chinese Customs cruisers would be perused by most of your readers "with some surprise, and some irritation," you continue by remarking—"They no doubt coincide with the pro-Chinese ideas of Her Majesty's Consul at Canton, but with the exception of Sir Brooke Robertson it would be difficult, we hope, to find another individual to support them." Again, on 6th October, referring to the same subject, you say—"it is the people of Hongkong who crave protection from a system of organised piracy."

In reply to this tirade, I quote the following opinion of the Harbour-Master and Marine Magistrate, a naval officer of some 20 years' continuous service and experience in this colony alone; this it all events will show that you are in error in supposing that I am either singular or chimerical in my opinion. Captain Thomsett, in his official report published in the *Government Gazette* of 20th April, observes:—

"The all important subject of the so-called blockade of the Colony by vessels belonging to the Chinese Government is a matter that I approach with great delicacy. It was the general opinion, and I shared in that view, that the blockade would have a tendency to check the trade and consequent prosperity of the Colony; but in the face of the figures which these returns exhibit, and which are calculated year by year with much care, I am unable any longer to see that the effect of the blockade has been so detrimental as it was thought it would be. Grievances which at one time were continually cropping up have in a great measure ceased; and the honest trader does not seem to be interfered with more than is necessary to protect the Chinese revenue."

The comparison I drew between Hongkong and Gibraltar was the next point you indignantly assailed, but this you subsequently retracted.

I now pass on to what you were pleased to term my "greatest mistake," which was as follows—"It has been ascertained beyond doubt, that upwards of two-thirds of the opium imported annually into this Colony is exported in a contraband manner without paying any duty whatever to the Chinese Customs, causing a loss of revenue amounting to $1,000,000."

You indignantly repudiated this, but all you said in refutation was to adduce a few figures taken at random from the *Trade Report* of the preceding fortnight, supplemented on October 6th by a few others from the same source giving the total imports for the year into China, viz.: some 85,582 chests, and you triumphantly asked, how my calculation of 17,338 chests remaining to be accounted for in Hongkong could be two-thirds of 85,582 chests.

If it be true that the majority of your readers accept this "as a complete *expose* of the fallacies" of my assertions, then all I can say is they are easily convinced on very superficial and meagre grounds, and that I am not sorry to differ from them.

In the first place the 85,580 chests were virtually imported into China, not actually into Hongkong, the greater portion of this opium merely passed through Hongkong *in transitu*, and it might just as well be argued that because the steamers touched at Point de Gallo or Singapore this opium was imported into those places, or that all goods brought here or transhipped for Shanghai or Japan, are imported into Hongkong, merely because the goods are in steamers passing through these waters.

My statement referred to the opium actually imported into this Colony, and the statistics I quoted indicated this with sufficient distinctness.

I repeat these figures, viz: Opium imported into China Coast Ports during 1876:—

Canton	450 piculs.
Swatow	11,678 piculs.
Amoy	5,867 piculs.
Foochow	4,239 piculs.
Ningpo	9,998 piculs.
Macao	5,051 chests.

From the *Overland Trade Report* for same year, I further showed that upwards of 17,338 chests of opium remained to be accounted for in Hongkong.

In substantiation of this statement I have only to refer to the reports of trade issued by the Imperial Maritime Customs, and specially to the able and exhaustive report of Mr. Bredon, the Commissioner of Customs in Canton, who shows satisfactorily that 5,000 piculs of opium is an estimate calculated by experts sufficient to cover the opium consumed in Hongkong, the prepared opium shipped to America, Peru, Sandwich Islands, Australia, Manila, and Macao. Deducting this quantity from 17,338 chests, would leave some 12,000 chests to be accounted for, and about two-thirds of this quantity viz., some 8,000 piculs, is unquestionably smuggled; and to quote Mr. Bredon's words, "I have shown how much opium a good authority reports as having come into Hongkong; how much went to the Treaty Ports; how much was absorbed in Hongkong, Macao, and other foreign ports; and I have shown my reasons for believing the figures correct. Now, the result of all is that I have shown 8,252.10 piculs more to have come into Hongkong than has been accounted for. Where have the 8,252 piculs gone to? Perhaps some Hongkong authority could supply the information, as we cannot. We believe they have come into China, and we believe they have come in by smuggling, and we believe the Maritime Revenue to have lost Tls. 247,560 and the Likin Office Tls. 189,196 during the year 1876."

To show that this estimate is not exaggerated, I quote from the official trade report, the average amount of Opium imported into Hongkong, for 10 years from 1867 to 1876 inclusive, viz.:—

Average amount of opium, imported annually into Hongkong during those years	87,437 piculs.
Average amount of opium imported into Treaty Ports during the same period	61,467 piculs.
Average annual excess of import over export into Hongkong for 10 years ending 1876	25,970 piculs.

It will be valuable to know on what data you base your next argument, that the reason of Swatow importing such a much greater quantity of opium than Canton is to be accounted for by the fact that Swatow has become a great distributing centre for the Kwangtung province, and that the dues levied there on opium are much lighter than at Canton, also, that opium finds its way as far south as Canton. I challenge you to produce evidence to substantiate this, for the best authorities have demonstrated that Swatow is not a distributing centre for Kwangtung province, but that by reason of the natural admirable water communications, Swatow more readily supplies to some extent the requirements of Kiangsi province almost as far north as Kiukiang, and further that a portion of Fokien is supplied from that source. Recent travellers have described the difficulties of transport between Swatow and Canton, and these tend to show that it practically amounts to an impossibility that Canton could be supplied with opium at a less rate than if imported direct. Paramount to all in arguing thus you apparently ignore or overlook the fact that Swatow and Canton are not only in the same province, but are also under one and the same customs supervisionship, and that therefore opium imported into Swatow would really amount to the same thing (so far as the revenue is concerned), as if it had been imported directly into Canton.

The following does levied respectively on Opium at Canton and Swatow I extract from the Reports on Trade, published by the Foreign Inspectorate of Customs:—

CANTON.

Maritime duty	Tls. 33.00
Likin	22.00
Difference in scales	12
	Local Tls. 54.12

SWATOW.

Native opium, 1 piccul duty, Hongkong	Tls. 30.00
Likin	14.00
	Haikwan Tls. 44.00
Patna opium, 1-5th piccul duty, Haikwan	Tls. 36.00
Likin	16.00
	Haikwan Tls. 52.00
Bonares same as Patna, Haikwan	Tls. 53.00

In addition to the above, all opium imported into Swatow passes through the prefectural city of Ch'ao-chow, distant 50 miles, and the expense of conveyance and storage is set down by the same authority at Haikwan Tls. 10.3.3 per piccul, thus making the actual dues within a radius of 20 miles of Swatow and on the direct route to Canton, far higher than at Canton, and this without calculating some 9 per cent. difference between the Haikwan and Canton Tael.

I have only now to touch on your remark regarding salt smuggling. You say "Far more smuggling is done in salt and other things than in opium, we imagine, since the risk is so much greater in getting any quantity into the country without paying duty." I don't understand the logic of your remark and shall leave you to explain it. Considering that opium is in the proportion of 1 to 2,000 compared with salt both as regards bulkiness and value, surely it is much easier to smuggle opium and the risk is far less; also, salt is a government monopoly, whereas opium stands ostensibly on a different footing, the penalties not being as serious.

I have yet to be persuaded that I am wrong in the conclusions I have drawn regarding the existing defective criminal system. Criminals can only be restrained within bounds by an expensive and abnormal police system, and when the police force equals in numbers the foreign residents in the colony the question may then perhaps attract the attention it deserves. Look at Shanghai which is efficiently governed at one tithe of the expense. There it has been found advantageous to work in concert with the Chinese officials (the Chinese Government having an admirable system of espionage), but here if any suggestion is made towards this object such is immediately cried down, and the Chinese authorities are described as a set of pirates or brigands. Is such language likely in any way to contribute towards a better understanding between the officials of the two countries?

In the territory of Johore adjoining Singapore there are upwards of 70,000 Chinese, and the Maharajah's effective police establishment costs not over 320,000 annually. In Sarawak a similar state of things is to be observed.

I think I have now traversed all the points you raised; of course it is quite open for you (as in the case of the Harbour-Master's Report) to dispute the accuracy of the statistics supplied by experienced officers in Her Majesty's service, or those issued by the Inspector-General of Foreign Customs, but if you wish your opinions to be regarded with respect, you must at least produce some evidence to show those authorities to be all wrong while you are all right.—I remain, Sir, your obedient servant,

OLD RESIDENT.

Hongkong, 3rd May, 1878.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[BY SOUTHERN ROUTE.]

LONDON, 30th April.

WARLIKE PREPARATIONS IN ENGLAND.

The warlike preparations in Great Britain are increasing without any cessation.

RUSSIAN POLICY AVOWED AT LAST.

Russia has sent to the Great Powers urging the policy of partition.

POLICE COURT.

2nd May.

BEFORE THE HON. CHARLES MAY.

DRUNKENNESS.

Christopher Gordon, a seaman on the British ship *Corona*, and St. John, a seaman, unemployed, were charged by P.C. 615 with being drunk, fighting, and making a disturbance in the Queen's-road. Fined fifty cents each; in default, one day's imprisonment.

Apo, a watchman, unemployed, was charged with being drunk and disorderly in the Queen's-road on Wednesday afternoon. Fined fifty cents; in default, one day's imprisonment.

BEFORE C. V. CREAGH, ESQ.

ROGUE AND VAGABOND.

Chan Tün Lun was brought up, on remand, charged by Inspector Lindsay with being a suspicious character.

The prisoner had been seen loitering about the streets after European seaman. One seaman had had his pockets picked, but could not identify the prisoner. He was acquitted at the Supreme Court on a charge of larceny some time back. He had been four times in gaol, three times for larceny and once as a rogue and vagabond.

His Worship now convicted the prisoner as a rogue and vagabond, and sentenced him to three months' imprisonment with hard labour.

ALLEGED PIRACY.

Chan Meok Yaw, a seaman, and Leung Sam Moi, a boat woman, were brought up, on remand, charged by Inspector Cameron, the first for confederating with pirates and the second with being in possession of pirated goods.

It appears that on the 14th of March a junk named *Kam Wa Shan* left Hongkong harbour at six o'clock in the morning with twenty nine hands all told, for Sin Tong. On the same night about nine o'clock the junk was attacked by pirates, and two more junks were seen loitering about. The junk threw stink-pots on board, killing two people. About thirty men then went on board and drove all hands below, with the exception of three of the crew and battened them down, the first prisoner being one of the crew who was not sent below but hid himself amongst some rubbish on the deck and was unobserved by the pirates. After carrying away $6,000, four boxes of opium, containing forty balls in each box, clothing to the value of about $300, nine muskets, and four gongs, the pirates left. The people below were then let out by the crew, who remained on deck, and were heard speaking to the pirates. On arrival in Hongkong harbour the three men, including the first prisoner, absconded. The first prisoner was arrested by Police-Corporal 36 on Wednesday morning at Yow Mah Tea. The second was arrested by Inspector Cameron in a house in Yow Mah Teo, in possession of a portion of the articles stolen from the junk.

After hearing a deal of evidence, his Worship further remanded the case until Tuesday, the 7th instant. Bail was granted for the second prisoner, two householders in $20 each, which not being forthcoming, she went to gaol.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

May 1st.

The last news I gave you from Tsing Yuen was that about 2,000 of the insurgents had been killed by the Imperial troops from Canton. A few days ago the leader was captured, some ten of his chief supporters. They are now in the magistrate's yamen, awaiting their trial, and quietness has been restored in the district.

An internecine feud is being fought out by several village communities in the district of Tung Kun. The cause of the quarrel is the disputed ownership of a piece of ground, supposed to be a burial ground, which the people of Kin-Shan village claim was formerly presented to them by those of Chia Nu village. The latter deny the gift, hence the quarrel, which they are trying to settle by an appeal to force. The villagers of Kin Shan, Nam Shà, Sai Fu, Sue Nam, on the one side, and those of Chi Un and Wan Tong on the other are the combatants. Fighting has been going on for the last two weeks, and it is said that a number of them have been wounded on either side and that several have been killed. The mandarins of the district have been trying to put a stop to the disturbance but without success. People belonging to the villages concerned are being recalled by their friends to join in the combat.

MACAO.

[FROM OUR OWN CORRESPONDENT.]

1st May.

The merry month of May has been ushered in under unusual bustle and stir in this city. Strange are the sensations naturally felt and ominous the conjectures. To many the question seems "to be or not to be?" Is Macao to be resuscitated or plunged into deeper misery? Are we to have a delegation of the Hoppo of Canton as in former years until brave Governor Amaral kicked it out? Is our port to be free, or is it to be straitened by the circle of gunboats, junks, and steam launches? That is the question, *Vedremo dopo parlaremo*, as the Italian proverb says.

The upshot of all this commotion is that the Haikwan of Kwang-tung and Kwang-si has taken it into his head to visit Macao and see with his celestial eyes how the Custom House on Monkey Island is thriving and shake hands with our Governor! Escorted by a flotilla of four gunboats, and Mr. Kwok Acheong's *Yo-tung* serving as transport of the impedimenta, the great Haikwan arrived here to-day, called on our Governor, who returned his call shortly afterwards, and, after making a "look-see" at the customs station, is going to "wylo" again to Canton to-morrow, thus confounding pessimists and nervous people—so at least it is hoped for the sake of mankind, and specially for the tranquillity and welfare of poor Macao.

EDUCATION IN JAPAN.

From the third annual report of the Minister of Education in Japan a copy of which has been kindly supplied to us by the Japanese Consul we take the following extracts:—

ELEMENTARY SCHOOLS.

Considering the state of educational affairs of the Fu and Ken during the 8th year of Meidi, it will be seen that the various educational provisions have been put into operation and the people have gradually come to appreciate the value of education. In regard to the erection of schools and attendance of children, however, the increase was not so great as in the 7th year compared with the 6th year. This is because that in the 7th year the educational undertaking was yet in its beginning, and the increase naturally was exceedingly great, while in the 8th year, the want of schools had been in a great degree provided for, and the children brought into the schools, while, on the other hand, the causes which prevented the attendance of children were still in force.

The number of elementary schools in all the seven grand school districts was 24,225, of which 21,988 were public schools, and 2,237 private schools. This, as compared with that in the preceding year, shows an increase of 4,292 public schools, and a decrease of 84 private schools, the total number of increase being 4,208. The total number of elementary school districts in all the seven grand school districts was 45,778. The average area of 100 elementary school districts is 40 square ri (about 250 English square miles) and the number of elementary schools within that area was 53. The seven grand school districts have an area of 18,219 square ri (about 113,860 English square miles) and within the area of 100 square ri (about 625 English square miles) the number of schools was 133. The number of teachers was 44,501, of which 40,511 were male and 538 female teachers of public schools, and 3,196 were male and 256 female teachers of private schools. As compared with the preceding year this shows an increase of 7,691 male and 61 female teachers of public schools, and a decrease of 192 male and an increase of 51 female teachers of private schools; the total number of increase of teachers of both public and private schools being 7,631. The number of scholars was 1,926,126, of which 1,377,691 were male and 426,438 female scholars of public schools, and 84,468 were male and 37,629 female scholars of private schools. This, as compared with the preceding year, shows an increase of 176,542 of male and 55,071 of female scholars of public schools, and a decrease of 11,723 male and 8,582 female scholars of private schools; the total number of increase being 211,358.

The whole population of the seven grand school districts is estimated at 34,008,087 (according to the educational reports of the Fu and Ken), out of which there were 5,167,667 children of school age (between 6 and 14 inclusive) or 15.2 per cent. of the population. The children of the school age, who received education during the year, were 1,828,474, and those of school age who received no education were 4,339,193, in number. On an average, therefore, there were 35.4 per cent. of the former and 64.6 per cent. of the latter, of the school population. Out of the children of school age who received education during the year, there were 1,365,305 males and 463,169 females, or on an average there were 74.7 of boys to 25.3 of girls. Now, if a comparison be made between the population and number of schools and teachers and scholars, it will be seen that there was one elementary school to every 1,404 of the population; one scholar to every 17.65 of the population; and 1.84 teachers and 79.51 scholars to every one of the schools. As to the comparative attendance in the several grand school districts, the 2nd grand school district stands first in order, and the 1st, 3rd, 6th, 4th, 5th, and 7th follow in the order stated. If the attendance be considered in regard to the various Fu and Ken respectively, the Ken of Chikuma is first in order, the Fu of Tokio, and the Ken of Shinozuka Nagano, Nara, Gifu, Shikama, Hamamatsu, Hiogo, and Ashigara follow in the order named. In the above Fu and Ken, the number of children of school age who received education was more than half of the school population, while in other localities where the attendance was small, the number of children who received education was less than one-fourth of the school population. Now if a comparison be made between the attendance and non-attendance of children of school age, and between the numbers of children of both sexes who received education during the year, it will be found that there is a larger proportion of girls, where there is the greatest attendance, and vice versa. Thus in the Fu of Tokio in the first grand school district, the proportion of the attendance to the non-attendance is 5.22 to 3.78 and the number of boys is 53.4 and that of girls 46.6 per cent. of the local school population; showing an attendance of girls almost equal to that of boys. In the Ken of Chiba in the same grand school district, the proportion of attendance to non-attendance is 3.58 to 6.42 (attendance less), and the number of boys is 8.17 per cent and that of girls 1.83 per cent. of the local school population; showing a very small attendance of girls. In the Ken of Chikuma in the second grand school district, the proportion of attendance and non-attendance is 7.16 to 2.84 (attendance greater), and the number of boys is 64.3 and that of girls 35.7 per cent. of the local school population (proportion of girls great). In the Ken of Ishikawa, the proportion of attendance at non-attendance is 2.62 to 7.38 (attendance less), and the number of boys is 81.2 and that of girls 18.3 per cent. of the local school population (proportion of girls small), and so on.

The educational condition of the country can be judged by the school attendance; but for learning the efficiency and inefficiency of the educational rules and regulations, there is no other way than to examine the degree of progress of the scholars. Although it is desirable to show the degree of progress and the number of scholars in a table, the reports of the Fu and Ken are not only not complete on the subject, but also the courses of study and modes of grading are different in each locality. Consequently it is found a very difficult task to show in a general way the degree of educational progress. The following facts are, however, deduced from the reports sent from more than ten Ken concerning the educational results during the 8th year of Meidi.

Scholars who completed the course of study of the higher elementary department were about 35 in number. Those who completed the lower elementary course were about 643 in number. The number of scholars from the 2nd to the 8th grade in the higher elementary department was 1,586. Scholars of the 1st grade in the lower elementary department were 615, of the 2nd grade 972, of the 3rd grade 4,617, of the 4th grade 6,649, of the 5th grade 18,166, of the 6th grade the 30,328, of the 7th grade 58,781, and of the 8th grade, 260,563; the total number being 380,277. The number of scholars whose grades and studies pursued are unknown were 1,545,849. There were 2 Fu and 28 Ken where scholars have made progress enough to enter the higher elementary course of study, and in one Fu and 16 Ken no scholars had yet advanced beyond the lower elementary course of study. In regard to 13 Ken nothing is known about their educational progress, on account of the incompleteness of their reports. In some Fu and Ken where education has made the greatest progress, the scholars who found to have advanced to the 2nd and 3rd grades of the higher elementary department, and some Ken where education has made much progress, the highest scholars were found not below the 4th grade of lower elementary department. So that the educational progress during the 8th year of Meidi was between the 3rd grade of higher elementary department and the 1st grade of lower elementary department, and therefore it may safely be said that the progress of education has not been entirely unsatisfactory.

MIDDLE SCHOOLS.

Of middle schools, the public establishments were 11 and the private establishment 105 in number, the total number being 116. The number of teachers was 295, of whom 280 were native male teachers, 8 native female teachers and 2 foreign male teachers. The number of scholars was 5,620, of which 5,437 were males and 183 of which females. These figures, as compared with those in the preceding year, show an increase of 34 schools, 91 teachers and 2,487 of scholars.

NORMAL SCHOOLS.

The first normal school was opened in Tokio in the 5th year of Meidi. This was followed by other schools established in the city of Osaka and in the several Ken of Aichi, Hiroshima, Nagasaki, Niigata, and Miyagi during the 6th and 7th years of Meidi. By means of these schools increased facilities were afforded for training teachers, and certificates were continually granted to the graduates of these schools. The result was, that in the 8th year of Meidi, many certified teachers trained in the Government Normal schools were sent out to various public elementary schools of different localities.

In the 8th year of Meidi there were 90 normal schools in the whole country, of which 8 belonged to the Government and 82 were instituted by the local authorities. During the same year, a department for training teachers of middle schools was established in the Tokio Normal school, but no students had yet been admitted. It is however to be observed here that, with the exception just mentioned, all the normal schools are designed for the training of elementary teachers, and except the Tokio Female Normal School and that of the Ken of Ishikawa, they are principally for training male teachers, though there are some instances of mixed schools.

The total number of the instructors of normal schools was 588, of which 583 were males and 5 females. The number of students was 7,398, of which 7,589 were males and 107 females. On an average, there was 6.53 instructors and 85.51 students to every one school and 13.09 students to every one instructor, which, as compared with those in the preceding year, show an increase of 37 schools, 296 instructors, and 2,624 of students. In other words, the number of normal schools and instructors was just double that in the preceding year, and the number of students increased just by one half of that in the preceding year. The number of students to whom certificates were granted by the Government normal schools was 232. In regard to the local normal schools, the facts are incomplete on account of the absence of reports, except from 8 Ken, from which reports were received. According to these reports, there were about 685 students who obtained certificates from their respective schools, and if this number be equally divided over the 8 Ken, there will be 83.13 certified students to every Ken, and if reckoned in this proportion, there will be, it is inferred, as many as 5,154 certified teachers in the 3 Fu and 59 Ken. But as to the education of female teachers, there being only a few normal schools established for the purpose, and the operation being yet at its beginning, the number of students was not more than two per cent. of that of male students.

Now, as to the proportion of normal schools to the elementary schools. It will be seen that there will be one normal school to every 269 elementary schools, and if the number of students be compared with that of the school population, there will be one normal student to every 671.47 of the school population. It should, however, be observed as was to be expected that there was great disproportion in the number of instructors, sometimes there being 30 instructors in one school, and sometimes only one instructor; and that the number of students was also very unequally distributed among the schools, sometimes there being as many as 330 or 340 students in one school, and sometimes the figures being as low as 18 or 19.

COLLEGES FOR SPECIAL SCIENCES.

In the Tokio Kaisegakko the course of studies was improved and books and apparatus were provided during the 8th year of Meidi, with a view of making it a model university. The polytechnic and mining courses previously taught in French and German were terminated and the English language employed as the principal medium for instruction. The number of professors was 40, of whom 21 were native professors and 19 foreign. The number of students was 324 or on an average 8.1 to every professor. The amount of annual expenditure of the college was 178,940 yen, which will be an average of 536 yen 85 sen and 2 rin for each student per year, and 44 yen 73 sen and 7 rin for each student per month.

As to the Tokio Igakko (Medical College), the the number of professors was 29, of which 19 were native professors and 10 foreign; the number of students was 488, or an average of 16.83 to every professor. Besides, there were 15 physicians and 7 students of materia medica. The patients treated in the hospital annexed to the college were 609 in number, and the patients coming for treatment were 3,920, the total number of patients being 4,529, an average of 377.41 in a month, and the number of dead bodies subjected to anatomical dissection during the year was 85.

The total amount of expenditure during the year was 112,462 yen 90 sen and 7 rin, the the average expense for each student amounting to 230 yen 45 sen and 7 rin per year, and 19 yen 20 sen and 5 rin per month.

Besides the above colleges, there were 8 schools of special sciences under the control of local authorities; namely, an Agricultural School, a Law School, and a Medical School in Tokio; a Medical School in the Ken of Aichi; a School of Law and Surveying in the Ken of Ishikawa, and a Medical School in the Ken of Shikama. The number of teachers in all was 10, and that of students attending these schools 124.

The number of students attending all the above mentioned colleges and schools of special sciences was 936; hence on an average there was one student receiving collegiate instruction to every 36,333 of the whole population of the seven grand school districts.

GWAIKOKU GOKAKKO.

(Foreign language schools.)

The Gwaikoku Gokakko or Foreign Language School is an institution where the students are instructed in a foreign language and in a general course of study conducted in the language. During the 8th year of Meidi, there was one foreign language school, in which four languages French, German, Russian, and Chinese were taught. Besides the foreign language school above mentioned, there were 96 foreign language schools in which the English language was used; 4 in which French, and 2 in which German. As compared with the preceding year this shows an increase of 15 English language schools, and a decrease of 5 French and 5 German. There was one school in which the Dutch language was taught, but this has since been closed, and that language is not taught at present. It should be observed, however, that the above statement, except as to the Government language schools, refers to the different departments in different schools; if the number be restricted to the schools themselves, the total increase was 12 in all, and the total number of foreign language schools was 103. Of these 9 belong to the Government, 8 were established at the public expense, and 86 were private institutions; 76 were in Tokio and

COMMERCIAL INTELLIGENCE.

OPIUM.

THURSDAY, 2nd May.

Patna placed at $576½, but of Benares no sales given. Settlements of Malwa at $770, free of allowance.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand.....3/10½
Bank Bills, at 30 days' sight..3/10⅝
Bank Bills, at 6 months' sight.3/11
Credits, at 6 months' sight....3/11½
Documentary Bills, at 6 months' sight.....3/11⅛
ON BOMBAY.—Bank, sight.....224
ON CALCUTTA.—Bank, sight.....224
ON SHANGHAI.—
Bank, sight.....71⅞
Private, 30 days' sight.....72⅞

SHARES.

Hongkong and Shanghai Bank Shares—59 per cent. premium.
Union Insurance Society of Canton—$1,325 per share.
China Traders' Insurance Company's Shares—$1,300 per share.
Yangtsze Insurance Association—Tls. 645 per share.
Chinese Insurance Company—$270 per share.
Hongkong Fire Insurance Company's Shares—$700 per share.
China Fire Insurance Company's Shares—$175 per share.
Hongkong and Whampoa Dock Company's Shares—6 per cent. premium.
Hongkong, Canton and Macao Steamboat Co.'s Shares—$5 per share discount.
Shanghai Steam Navigation Company—Tls. 21 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$55 per share.
China Sugar Refining Company, Limited—8 per cent. premium.
Chinese Imperial Loan—£105.
Chinese Imperial Loan of 1877—£103 10s.

SALES ON MAY 2ND, AS REPORTED BY CHINESE.

Hams—5 baskets, at Tls. 18.5.0.0, by Wo Tai to travelling trader.
Gum Olibanum—20 cases, at $3.20, by Min Fat to travelling trader.
Putchuck—20 packages at $9.70, by Min Fat to travelling trader.
Black Pepper—500 bags, at $7.03, by Man Hing Chan to travelling trader.
Walnut—10 packages, at $6.00, by Kwong Wo Cheung to travelling trader.
Dried Lily Flowers—10 bags, at $9.50, by Tai Foong Shun to travelling trader.

CHARTERS EFFECTED.

The following Settlements are taken from Messrs. HEINEMANN & Co.'s Freight Circular:—
British bark DEVANA, 795 tons, to London, private terms.
British bark LADY PENRHYN, 815 tons, Manila or Cebu to Channel for orders to discharge in a port in the United Kingdom, private terms.
American bark GOODELL, 847 tons, Iloilo to New York or Boston, private terms.
British bark FLORENCE NIGHTINGALE, 464 tons, Whampoa to Chefoo and back to Hongkong *via* Newchwang, 35 cents per picul, 35 lay days.
German bark BREMA, 400 tons, Whampoa to Tientsin and back to Hongkong *via* Newchwang, 52 cents per picul, 35 lay days.
German bark ROSA BORTCHERS, 398 tons, Shanghai to Tientsin (Timber), 20 cents per cubic foot.
German bark MALVINA, 479 tons, Keelung to Hongkong, $2 per ton of 20 cwt., 17 lay days.
American bark ROSETTA MCNEIL, 611 tons, Keelung to Hongkong, $2 per ton of 20 cwt., 23 lay days.
French bark JULIE, 504 tons, to Quinhon and Touron and back to Hongkong, 32,150 in full, 40 lay days.
British bark CRESSWELL, 484 tons, Bangkok to Hongkong, inside the Bar 24 cents per picul; outside the Bar 19 cents per picul, 40 lay days.
British bark PEARTON, 576 tons, Bangkok to Hongkong, inside the Bar 25 cents per picul; outside the Bar 20 cents per picul, 35 lay days.
British steamer LOBNE, 1,025 tons, Bangkok to Hongkong, inside the Bar 27 cents per picul; outside the Bar 22 cents per picul, 16 lay days.
British steamer PENEDO, 652 tons, Bangkok to Hongkong, inside the Bar 25 cents per picul; outside the Bar 20 cents per picul, 14 lay days.
German steamer BELLONA, 789 tons, to Saigon and back (three trips), 19½ cents per picul, 12 lay days.
British steamer CYPHENES, 1,280 tons, Saigon to Hongkong, 15 cents per picul, 12 lay days.
British steamer MINERVA, 1,025 tons, Swatow to Singapore (Passengers), $5,500 in full, 12 lay days.
British steamer KARO, 979 tons, Swatow to Singapore (Passengers), $62 per head, 12 lay days.
British steamer PENEDO, 652 tons, to Singapore, $1,700 in full.
British steamer MARION, 842 tons, to Singapore and Penang, $2,750 in full.
British steamer BENLEDI, 999 tons, to Singapore and Penang, $4,000 in full.
British steamer MALAHAR, 1,263 tons, Niigata (Japan) to Hongkong, $2½ per ton of 20 cwt.; and Kobe to Hongkong, 20 cents per picul.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER.)

May 2nd.	
Barometer—9 A.M.	30.100
Barometer—1 P.M.	30.069
Barometer—4 P.M.	30.040
Thermometer—9 A.M.	80
Thermometer—1 P.M.	76
Thermometer—4 P.M.	75
Thermometer—9 A.M. (Wet bulb)	79
Thermometer—1 P.M. (Wet bulb)	75
Thermometer—4 P.M. (Wet bulb)	74
Thermometer—Maximum	80
Thermometer—Minimum (over night)	69

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

May 2nd.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day at 4 P.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day at 4 P.M.	SHANGHAI. On date at 10 A.M.	NAGASAKI. Previous day at 4 P.M.	NAGASAKI. On date at 10 A.M.
Barometer	30.00	30.12	29.88	30.16	29.94	30.14	29.82	30.09
Thermometer attached	84.0	79.0		—	64.0	67.0	68.0	68.4
Direction of Wind	S	ESE	NE	NE	NE	ENE	NNW	W
Force	4	4	1	4	4	3	4	4
Dry Thermometer	81.0	79.0	79.0	67.0	62.0	67.0	64.6	65.5
Wet Thermometer	79.0	75.0	77.0	64.0	55.0	48.0	53.9	54.9
Weather	b.c.	b.c.	r.ri	c.r.	b.c.	b.c.	cod.	b.
Hour's Rain	—	—	—	—	—	—	—	2
Quantity fallen	—	—	—	—	—	—	—	0.11

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.
FORCE OF WIND.—0 calm, 1 to 2 light breeze, 3 to 5 moderate, 6 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Dull, threatenings. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

"JAPAN GAZETTE" YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary" and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.

Hongkong Daily Press Office.

Hongkong, 1st November, 1877. [95

INSURANCES.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.
Agents.

Hongkong, 27th June, 1872. [24

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.

Discount 20%.

VOGEL, HAGEDORN & Co.

Hongkong, 1st March, 1878. [401

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS, to the low rates of Premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓%) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risks to all other ports the Brokerage will be FIFTEEN PER CENT. (15%) only.

SIEMSSEN & Co.,
Agents.

Hongkong, 1st July, 1874. [31

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20%).

GILMAN & Co.,
Agents.

Hongkong, 7th July, 1874. [29

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premia for LIFE INSURANCE in China.

J. Y. V. SHAW.

Hongkong, 27th September 1875. [28

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.
Agents.

Hongkong, 27th June, 1872. [26

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, 17th April, 1873. [83

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned, having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [23

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20%) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.

Hongkong, 1st January, 1874. [1

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BOREOWS, Secretary.
A. A. HAYES, Jr., General Manager for China and Japan.

PRINCIPAL OFFICE—120, BROADWAY, NEW YORK.

ASSETS ..... $31,700,000.
SURPLUS ..... $5,500,000.

The Undersigned, having been appointed AGENTS in HONGKONG, China, for the above Company, are prepared to accept RISKS at GREATLY REDUCED RATES and upon Terms very favourable to the Assured.

For full Information and Particulars, apply to

OLYPHANT & Co.,
Agents.

Hongkong, 21st January, 1878. [202

YANGTSZE INSURANCE ASSOCIATION

CAPITAL (Fully Paid-up)..... Tls. 420,000
PERMANENT RESERVE ..... Tls. 230,000
SPECIAL RESERVE FUND.. Tls. 75,000

TOTAL CAPITAL and Accumulations this date ..... Tls. 725,000

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. C. KEEBS, Esq.
M. P. EVANS, Esq. C. LUCAS, Esq.

SECRETARIES.

Messrs. RUSSELL & Co., Shanghai.

LONDON BANKERS.

Messrs. BARING BROTHERS & Co.

AGENCIES IN

HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on MARINE RISKS to all parts of the World, at CURRENT RATES.

Subject to a charge of 12% for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 1st July, 1877. [95

VESSELS ADVERTISED FOR LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN		FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	Devana	W. May	kong	Meyer & Co.	Quick despatch.
LONDON	Eleano	Barmby	kong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Wega	Jachens	kong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Oceanic (str.)	Matsloe	kong	O. & O. S. Co.	On 9th inst., at 3 P.M.
SAN FRANCISCO, via Y'HAMA	City of Peking (str.)			P. M. S. S. Co.	On 23rd inst., at 3 P.M.
SAN FRANCISCO	P. J. Carleton	Amesbury	kong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO	Titan	Berry	kong	Russell & Co.	Quick despatch.
SINGAPORE AND PENANG	Benledi (str.)	Buchanan	kong	Hop Kee & Co.	Quick despatch.
SINGAPORE, BOMBAY, &c.	Nizam (str.)	Barlow	kong	P. & O. S. N. Co.	To-morrow, at noon.
SAIGON	Bellona (str.)		kong	Kwong Wing Shun	To-morrow, at 4 P.M.
SAIGON, SINGAPORE, &c.	Iracunddy (str.)	Gauvain		Messageries Maritimes	On 11th inst., at noon.
HONOLULU	Elise	Permien	kong	Wieler & Co.	Quick despatch.
MANILA	Mactan (str.)	Erquiaga	kong	Russell & Co.	To-morrow, at noon.
MANILA	Conchita	Arias	kong	Remedios & Co.	Quick despatch.
YOKOHAMA	Orissa (str.)			P. & O. S. N. Co.	Quick despatch.
YOKOHAMA	Tibre (str.)	de Girard	kong	Messageries Maritimes	Quick despatch.
YOKOHAMA, HIOGO, &c.	Orestes (str.)		kong	Butterfield & Swire	On or about 2nd inst.
SHANGHAI	Chinkiang (str.)	Orr	kong	Siemssen & Co.	To-day, at 4 P.M.
SHANGHAI	Tigre (str.)	Lormier		Messageries Maritimes	Quick despatch.
SHANGHAI	Lombardy (str.)			P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY, & F'CHOW	Douglas (str.)	Fitman	kong	Douglas Lapraik & Co.	On 6th inst., at noon.
FOOCHOW	Glenfinlas (str.)	H. G. Wilcox	kong	Jardine, Matheson & Co.	On 8th inst., at 11 A.M.
AMOY	Esmeralda (str.)	Cullen		Russell & Co.	Quick despatch.

FOR SALE.

SAYLE AND CO.

NEW SILKS! NEW SILKS!!

VARIOUS NEW DRESS FABRICS.

A Splendid Assortment of NEW TRIMMED HATS and BONNETS direct from Paris.

NEW UNTRIMMED STRAW HATS and BONNETS.

NEW FEATHERS and FLOWERS.—

NEW RIBBONS.

NEW LACES.

NEW COLLARS and CUFFS.

The NEW "MARIE" BIB and CUFFS.

NEW SILK, THREAD, and COTTON HOSE.

KID GLOVES.

LACE MITTS.

An Extensive Stock of BABY LINEN and LADIES' UNDERCLOTHING.

NEW CORSETS.

A Lot of CHILDREN'S HOLLAND and WHITE PIQUE PELISSES, at $1.25, worth $3.50.

A Large Stock of various MUSLIN EMBROIDERIES, at less than Half Price.

NEW SILK SCARFS and SASHES.

The NEW PATENT AUTOMATON UMBRELLAS.

LADIES' NECESSARIES.

NEW PRINTS and MUSLINS.

NEW WASHING GINGHAMS.

SPRING FLANNELS, LONG CLOTHS, and CALICOES.

FINE LINENS.

HABERDASHERY and TRIMMINGS.

OUR DRESSMAKING and MILLINERY DEPARTMENTS have special attention.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD and STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

FOR SALE.

CUTLER, PALMER'S CELEBRATED WINES AND COGNAC.

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F. BLACKHEAD & Co.

Hongkong, 1st November, 1877. [46

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax } CANVAS.
Crown

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [15

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ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

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CHAMPAGNE, 1874.
HEIDSIECK & Co.
MONOPOLE.
DUTTEN & Co.

Hongkong, 2nd July, 1877. [6m1034

YEE SUNG & Co.,
COAL MERCHANTS,

Have always on hand LARGE STOCKS of every description of COAL.

Address, care of HOO-TY-ING & Co., No. 43, Praya, Hongkong.

Hongkong, 9th May, 1877. [749

SING LEE,
COAL MERCHANT,
No. 37, TUNG-KAN LANE,

Has always on Sale every description of HOUSE and STEAM COAL at MODERATE PRICES.

Steam Launches on Hire and for Towing.

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NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ANDREAS, German bark, Höyer.—Siemssen & Co.
ANNA SIEBEN, German bark, Paulsen.—Ed. Schellhass & Co.
ARGENTINO, British steamer, Barnett.—Jardine, Matheson & Co.
ARGYLL, British steamer, Scott.—Jardine, Matheson & Co.
BEETHOVEN, Ger. bark, Haje.—Melchers & Co.
BELLONA, German steamer, Ahrens.—Wm. Pustau & Co.
BENLEDI, British steamer, Buchanan.—Gibb, Livingston & Co.
BLACK PRINCE, British ship, Inglis.—Turner & Co.
BIANCA PERTICA, Italian bark, Tancredi.—
BORNEO, American ship, Shaw.—Arnhold, Karberg & Co.
BRISBANE, British bark, Hudleston.—Russell & Co.
CAIRNSMUIR, British steamer, Spowart.—Butterfield & Swire.
CARISBROOKE, British steamer, Wharton.—Man Hing & Co.
CHARLOTTE ANDREWS, British bark, Place.—Rozario & Co.
CHINKIANG, British steamer, Orr.—Siemssen & Co.
CHOCOLA, British bark, Kennett.—Gas Co.
CONQUEST, British steamer, Scott.—Kwong Lee Yuen.
CORONA, British ship, Spence.—Meyer & Co.
CRESSWELL, British bark, White.—Captain.
CRUSADER, American bark, Gorham.—H. Kizer & Co.
CUBA, British bark, Stabell.—Captain.
ECHO, British bark, Texar.—Arnhold, Karberg & Co.
ELCANO, American ship, Barmby.—Vogel, Hagedorn & Co.
ELISABETH, German bark, Ohlsen.—Wieler & Co.
ELIZABETH OSTLE, British bark, Flinn.—Meyer & Co.
ENID, British bark, Braithwaite.—Arnhold, Karberg & Co.
FITZPATRICK, British steamer, Humphries.—Chinese.
FLORENCE NIGHTINGALE, British bark, McIntire.—Arnhold, Karberg & Co.
FRANK MARION, American bark, Eldridge.—Meyer & Co.
GLAMORGANSHIRE, British bark, McKechnie.—H. Kizer & Co.
GLAMIS CASTLE, British steamer, J. Greig.—Adamson, Bell & Co.
GLENFINLAS, British steamer, Wilcox.—Jardine, Matheson & Co.
GOODELL, American bark, French.—Arnhold, Karberg & Co.
GREAT ADMIRAL, American ship, Thompson.—Russell & Co.
HANKOW, British, str., Symington.—Siemssen & Co.
H. G. JOHNSON, American bark, Colby.—Arnhold, Karberg & Co.
HOLLAND, Dutch steamer, Adriani.—Siemssen & Co.
HOTSPUR, British bark, Shaw.—Captain.
HUDSON, American bark, Vaughan.—Butterfield & Swire.
KILLARNEY, British steamer, O'Neill.—Gibb, Livingston & Co.
KJOBENHAVN, Danish steamer, Jarichau.—Siemssen & Co.
LADOGA, American ship, Pierce.—Captain.
LADY PENRHYN, British bark, Owen.—Vogel, Hagedorn & Co.
MACTAN, Spanish steamer, Erquiaga.—Russell & Co.
MAID OF JUDAH, British bark, Webb.—Chinese.
MALABAR, British steamer, Gould.—Jardine, Matheson & Co.
MALVINA, German bark, Kluge.—Wieler & Co.
MECCA, British steamer, Morney.—Landstein & Co.
NORTH STAR, American ship, Thomson.—Russell & Co.
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PEIHO, German bark, Christiansen.—Arnhold, Karberg & Co.
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REGULUS, German ship, Lange.—P. & O. Co.
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SARAH NICHOLSON, British ship, Selkirk.—Butterfield & Swire.
SESTOS, British steamer, Filmouth.—David Sassoon, Sons & Co.
SIAMESE CROWN, Siamese ship, Sass.—Tack Mee.
SUMATRA, American ship, Clough.—Russell & Co.
TARTAR, German brig, Kaemena.—Melchers & Co.
TAUNTON, British ship, Armstrong.—Captain.
THOMAS FLETCHER, American bark, Pendleton.—Kin Nam.
TINTERN ABBEY, British steamer, Tindale.—Kin Tye Loong.
TITAN, American ship, Berry.—Russell & Co.
VESTA, German bark, Birks.—Melchers & Co.
WEGA, German ship, Jackens.—Melchers & Co.
YANGTSZE, British steamer, Schultze.—Siemssen & Co.
YOKOSUKA, British steamer, Gaggin.—Kwok Ahsing.

VESSELS ON THE BERTH.

FOR MANILA.

THE Steamship

"MACTAN"

Erquiaga, Master, will be despatched for the above Port TO-MORROW, the 4th instant, at Noon.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 2nd May, 1878. [737

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA, HIOGO, NAGASAKI, AND SHANGHAI.

THE Company's Steamship

"ORESTES"

will be despatched TO-MORROW, the 4th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong 3rd May, 1878. [703

FOR AMOY.

THE Steamship

"ESMERALDA."

Cullen, Master, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 2nd May, 1878. [738

FOR SINGAPORE AND PENANG.

THE British Steamer

"BENLEDI."

Captain Buchanan, will load here for the above Ports and have quick despatch.

For Freight or Passage, apply to

HOP KEE & Co.

Hongkong, 29th April, 1878. [725

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"TIBRE,"

Commandant de Girard, will be despatched for YOKOHAMA

shortly after the arrival of the next French Mail from Europe.

H. DU POUEY,
Agent.

Hongkong, 22nd April, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Steamship

"TIGRE"

Commandant Lormier, will be despatched for SHANGHAI

shortly after her arrival from Europe.

H. DU POUEY,
Agent.

Hongkong, 22nd April, 1878.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"ORISSA"

will leave for the above place shortly after the arrival of the Steamship "LOMBARDY" with the next English Mail.

ADAM LIND,
Superintendent.

Hongkong, 24th April, 1878.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY"

will leave for the above place about 24 hours after her arrival with the next English Mail.

ADAM LIND,
Superintendent.

Hongkong, 24th April, 1878.

FOR LONDON.

THE A1 British Bark

"DEVANA."

W. May, Master, will load here and have quick despatch.

For Freight, apply to

MEYER & Co.

Hongkong, 1st May, 1878. [736

FOR HONOLULU.

THE A1 Hawaiian Brig

"ELISE,"

Permien, Master, having the greater part of her Cargo engaged, will meet with quick despatch for the above Port.

For Freight or Passage, apply to

WIELER & Co.

Hongkong, 18th April, 1878. [663

FOR SAN FRANCISCO.

THE American Bark

"P. J. CARLETON,"

Amesbury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 8th April, 1878. [600

FOR LONDON.

THE A1 American Ship

"ELCANO,"

Barmby, Master, will have quick despatch for the above Port.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 1st April, 1878. [587

FOR NEW YORK.

THE A1 German Ship

"WEGA,"

Jachens, Master, will load here as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 25th March, 1878. [504

FOR MANILA.

THE Spanish Bark

"CONCHITA,"

Arias, Master, will have quick despatch for the above Port.

For Freight, &c., apply to

REMEDIOS & Co.

Hongkong, 3rd April, 1878. [579

FOR SAN FRANCISCO.

THE A1 American Ship

"TITAN,"

B. F. Berry, Master, will load here for the above Port and have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 22nd April, 1878. [675

THE TOURIST'S GUIDE.

REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The Daily Press Office.

VESSELS ON THE BERTH.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "NIZAM," Captain A. BARLOW, will leave this on SATURDAY, the 4th May, at Noon.

For further Particulars, apply to

ADAM LIND, Superintendent.

Hongkong, 22nd April, 1878.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco, *vid* Yokohama, on THURSDAY, the 9th May, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 8th May. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

SPECIAL REDUCTIONS granted to OFFICERS of the ARMY and NAVY and to MEMBERS of the CIVIL and CONSULAR SERVICES.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY,
Agent.

Hongkong, 22nd April, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 11th May, 1878, at Noon, the Company's Steamship "IRAOUADDY," Commandant GAUVAIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 10th May, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,
Agent.

Hongkong, 29th April, 1878.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 23rd May, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

A REDUCTION of TWENTY PER CENT. on REGULAR RATES is GRANTED to OFFICERS of the ARMY and NAVY and MEMBERS of the CIVIL and CONSULAR SERVICES in commission.

Freight will be received on board until 4 P.M. on the 22nd May. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co.,
Agents.

Hongkong, 26th April, 1878.

TAI YUNE,
COMPRADORE AND GENERAL STOREKEEPER,
2, CENTRAL MARKET.

SHIPS AND PRIVATE FAMILIES SUPPLIED WITH THE BEST PROVISIONS.

UE CHEONG,
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CHINAWARE DEALER,

Has always on hand all sorts of Superfine KIANG-SI PROVINCE CHINAWARE for Sale.

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SHIPS' COMPRADORE AND STEVEDORE,
No. 57, PRAYA WEST.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS, and GILMAN'S STORES,

Of the Best Quality and at the Shortest Notice.

Hongkong, January 1st, 1878. [82

ACHEE AND COMPANY,
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The CHEAPEST HOUSE IN HONGKONG for every description of HOUSEHOLD FURNITURE, IRONMONGERY, CUTLERY, GLASSWARE, PLATED WARE, CROCKERYWARE, CARPETS, HEARTHRUGS, MIRRORS, ENGRAVINGS, PAINTINGS, STATUETTES, &c.

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EXTRACTS.

A SONG OF DAYS.

Weep, as if you thought of laughter!
Smile, as tears were coming after!
Marry your pleasures to your woes;
And think life's green well worth its rose!

No sorrow will your heart betide,
Without a comfort by its side;
The sun may sleep in his sea-bed,
But you have starlight overhead.

Trust not to Joy! the rose of June
When opened wide will wither soon;
Italian days without twilight
Will turn them suddenly to night.

Joy, most changeful of all things,
Flits away on rainbow wings;
And, when they look the gayest, know
It is that they are spread to go!
—*Mrs. Browning's Early Poems.*

PRESIDENT LINCOLN AT THE THEATRE.

In *Scribner* for March is the second instalment of Noah Brooks' "Reminiscences of Lincoln," continued from the Midwinter number. After speaking of the President's great delight in John Brougham's *Pocahontas*, Mr. Brooks says:—"Lincoln liked to go to the theatre. It gave him an hour or two of freedom from care and worry, and, what was better, freedom from the interruption of office-seekers and politicians. He was on such terms with the managers of two of the theatres that he could go in privately by the stage-door, and slip into the stage-boxes without being seen by the audience. Concealed by the friendly screen of the drapery, he saw many plays without public observation. Once, I remember, we were alone together at Ford's Theatre, in a box directly under the one in which he afterwards was assassinated. He was in a remarkable flow of spirits, and made many comical remarks on the progress of the play. Edwin Booth was playing in *The Merchant of Venice*, and, as we sat, two or three of the supernumeraries who wore scarlet hose, were constantly in the line of sight. Finally, the President said, "I wonder if those red-legged, pigeon-toed chaps *don't* think that they are playing this play? They are dreadful numerous." Just before the act-drop went up each time, he consulted his programme and said, "This is Act two eyes," or, "Act eye V," as the case might be. As we went home, he said, "It was a good performance, but I had a thousand times rather read it at home, if it were not for Booth's playing. A farce, or a comedy, is best played; a tragedy is best read at home."

On another occasion, at the same theatre, Lincoln saw Forrest play "Lear." But he was more impressed by John McCullough's playing of "Edgar" than by the great tragedian's acting. With a certain simplicity of manner, he asked, "Do you suppose he would come to the box if we sent word?" I replied that the actor would (undoubtedly) be gratified to hear a personal commendation from him. Mr. McCullough, accordingly, was brought to the door of the box, all dressed in stage rags and straw as he was, and the President thanked him very cordially, and with discriminating praise, for the pleasure which he had received from the performance.

J. H. Hackett, in his part of "Falstaff," was another actor who gave Lincoln great delight. With his usual desire to signify to others his sense of obligation, he wrote a genial little note to the actor, expressing his pleasure at witnessing his performance. Mr. Hackett, in reply, sent a book of some sort; perhaps it was one of his own authorship. He also wrote severable notes to the President. One night, quite late, when the episode had passed out of my mind, I went to the White House in answer to a message. Passing into the President's office, I noticed, to my surprise, Hackett sitting in the anteroom, as if waiting for an audience. The President asked me if any one was outside. On being told, he said, half sadly, "Oh, I can't see him; I can't see him. I was in hopes he had gone away." Then he added, "Now, this just illustrates the difficulty of having pleasant friends and acquaintances in this place. You know how I liked Hackett as an actor, and how I wrote to tell him so. He sent me that book, and there I thought the matter would end. He is a master of his place in the profession, I suppose, and well fixed in it. But just because we had a little friendly correspondence, such as any two might have, he wants something. What do you suppose he wants?" I could not guess, and Lincoln added, "Well, he wants to be Consul to London. Oh, dear!"

ROYAL FUNERALS.

It was a mere matter of course that the first King of modern Italy should be buried with every imaginable pomp and in the capital of his country. It is said that Victor Emmanuel himself, as well as many of his family, would have preferred that his bones should rest somewhere among the well-known hills of Piedmont. But the Italians had a sort of right to insist upon a more public funeral, and the Italians only resemble all other nations in attaching great importance to the question of funerals. Far away in the remote and almost prehistoric ages we find the kings and great men of the earth more solicitous about the place where they should be buried after death than about their habitations while alive. It is not recorded of Abraham that he ever bought either house or land from any man, either for himself or his posterity to inhabit. But when Sarah, his wife, died in Hebron, the patriarch "stood up and bowed himself to the people of the land, and communed with them" that they should persuade their countrymen to sell him the cave of Machpelah, which was "in the end of his field." The people answered that the stranger was a mighty prince among them; "in the choice of our sepulchres bury thy dead; none of us shall withhold from thee his sepulchre." Their offers, however, were not accepted, and the "Prince" insisted upon paying 400 shekels of silver for the cave and the field, which "were made sure unto him for a possession of a burying place" accordingly. It was to this tomb that the remains of Jacob were taken with great pomp and ceremony all the way from the land of Egypt. With the same anxiety shown by his fathers, the patriarch had charged his son not to bury him in the foreign country, but to take him to the cave of Hebron. The leave of Pharaoh was, therefore, asked and granted, "and Joseph went up to bury his father; and with him went up all the servants of Pharaoh, the elders of his house, and all the elders of the land of Egypt." All the house of Joseph also went on this pious expedition, "and there went up with him both chariots and horsemen, and it was a great company." The body had previously been embalmed by the skilful royal physicians, and after this process, which then took forty days, had been accomplished, the Egyptians all mourned three scores and ten days for the father of their saviour. As for Joseph himself, the very last words recorded of him are his imposition of an oath upon all the children of Israel that they should carry his bones from Egypt into the land of Caanan.

The sovereigns of Egypt, as they are the earliest of whom we have authenticated record, were also the most scrupulous and extravagant in the choice of their sepulchres. The enormous masses of the pyramids were built up as a preparation for the day of funeral, and although we know not yet what were the actual ceremonies accompanying their interment, it is fair to suppose that they were not much short of the pomp of the occasion. It took 50,000 men as much as twenty years at least to rear the Pyramid of Cheops; and we may assume that a people who had thus been compelled to labour at the mere material works, would be made to exhibit some extraordinary spectacle of grief and mourning when the despot was at last laid within his great mausoleum.

Neither the Greek tyrants nor the Roman kings were buried with any ceremony beyond the burning of their ashes and the carrying of their busts in solemn procession. Yet the same solidity in which the Roman masons delighted distinguished the royal sepulchres; and as late as in the reign of Augustus these monuments still stood on the banks of the Tiber, exposed to the destructive floods in which the wayward river often indulged.

With the very commencement of modern history the rage for gorgeous funeral revives. Nothing could be more picturesque than that of "the Scourge of God," when he perished suddenly in the prime of life in his wooden palace on the Danube. "His body was solemnly exposed in the midst of the plain under a silken pavilion, and the chosen squadron or the Huns, wheeling round in measured evolutions, chanted a funeral song to the memory of the hero." According to their national custom the barbarians cut off a part of their hair and gashed their faces with unseemly wounds. The remains of Attila were enclosed within three coffins, of gold, silver, and of iron, and privately buried in the night; the spoils of nations were thrown into the grave; the captives who had opened the ground were inhumanely massacred, and the same Huns who had indulged such excessive grief feasted with dissolute and intemperate mirth about the recent sepulchre of their king. This Achilles was not the only chief who stooped the grave of his princely friend in blood. Goths, Vandals, and Franks, all propitiated the deity of death by the slaughter of enemies over the tomb, and one of the most vivid pleasures in "Hypathia" is that in which the royal Amal's death is followed by a promiscuous massacre of Egyptians by his Gothic companion in arms.—*Graphic.*

DISAFFORESTATION.

The evils of disafforestation are felt more or less in nearly all countries, for in nearly all has the mistake been made, of unduly and unscientifically clearing the land of old timber, without educating new; but in no country has the evil been worked to such an extent, nowhere are its disastrous consequences so clearly marked, as in the huge neighbouring Empire of China; and with such an example before her, so clear, so forcible—the blindness of Japan, if the same errors be committed here, will be little short of 'judicial.' In the Chinese Empire, the rapacity of officials, who have had to fill long purses during a short tenure of office; the frequency of rebellions, during which vast tracts of land have been ruthlessly devastated; and the necessities of an ignorant, untaught, teeming population, which has been utterly reckless in the destruction of growing timber;—all these causes together, in the absence of any governmental supervision of forests, have finally resulted in the absolute disafforestation of provinces, whose area in square miles has to be reckoned by the million; until it positively pays to import timber from far distant places for the use of the builder, the joiner, the carpenter—even of the charcoal burner. While to this lamentable error may be mainly traced, as their primary cause, the successive years of scarcity, of increasing severity, which have at last culminated in famines, as wide in their extent as they are hopeless of relief. Instead of handsome and valuable woods, clothing the hill sides and varying the monotony of the plains: affording shelter for man and beast, and providing nutriment for the ground—one of Nature's best proofs of the truth that the Useful and the Beautiful are one—there is not the least vestige of a forest, not a solitary tree; even the shrubs have been cut down and used as fuel, and in all its desolation is indeed left visible the nakedness of the land.'

The process and effects of disafforestation may be briefly described. In the gorges of the hills, where the tiny rivulets first spring into life, but where the clouds, intercepted by the hill-tops, often let fall a deluge which turns these rivulets into roaring torrents; here we find nature clothing the steepest hills with an ample mantle of wood and herbage, whose matted roots grasp in close embrace the soil necessary for their own existence, and also hold in bondage the dislocated rocks and boulders which would otherwise descend into the watercourses below. The leaves and branches of the trees break the force of the falling rain, and protect the soil from being washed away; they shield it from the too ardent rays of the sun, and also from the biting frost, thus rendering more equable the temperature beneath them. Fallen branches, twigs and leaves decompose rapidly, forming a large quantity of vegetable mould, a compost of exceeding richness and value, always easily accessible to the horticulturist; and of which a part is discharged, during heavy rains, into the valleys below, where it assists in fertilising the soil. And, by no means the least benefit, the hills, thus protected by Nature, absorb much moisture, retain it long, and give it off gradually, thus furnishing an almost never-failing supply to the rivulets which feed the streams; or by percolation, give their waters to springs, in the far distant valleys below.

Comes the wood-cutter. Having already devastated the plains and valleys, he climbs upwards through the gorges, on to the hill sides, and makes him a timber slide, or perhaps a flume. Then, all the long day, the woods resound to the ruthless axe, the trees fall, the hill side is bared of its covering; for the destroyer, having a facile means of moving his timber, cuts every stick worth carrying, and shoots or floats it, down his slide or flume, into the nearest river. Then he goes; and leaves behind him a hideous scar of desolation. Straightway Nature takes her revenge. The bare hill-side is exposed to the full blaze of the sun, to the unbroken torrent of the rain, to every blast of the storm. The stumps, the matted roots, the tender undergrowth decay, crumble, melt; and, as one by one are loosed the bonds which held it together, the steep hill literally topples and falls. The disintegrating action of alternate rain and frost, which there is now nothing to intercept, comes into full play; the soil is washed away to become silt, the rocks split, crumble, granulate; landslips occur. Down go hundreds of tons of hill-side into torrent beds, whence, broken into fragments, which undergo a continual pulverization in their passage down the streams, they are carried to the plains, and supply the material for the shingle and sand banks, and finally for the 'bars' which ruin the navigable rivers into which, before disafforestation commenced, only rivulets of useful water were used to flow.

The consequence of this fall of solid matter into the rivers is that their beds are raised, the overflow their banks, and cut, to right or left, a new channel through the softer arable or pasture land, leaving behind them their old courses, chaotic masses of boulders, sand and shingle, worthless for cultivation. Naturally, this new water-way is inferior to the ancient one in many respects: it is wider, but far shallower, sometimes little better than a water covered marsh; the least obstacle suffices to turn it, it is more sinuous; and so the river loses its capacity for navigation, and many times the area of ground is lost to the country, than the measure of the original geologic rift through which it anciently flowed.

Should, however, the ground be under cultivation and valuable, and should the population in the district affected be sufficiently dense; then, at great cost of labour, the construction of artificial banks is resorted to. But there half is a continually recurring battle waged against the action of the river, which, winter disintegrates the hills, and the gorges discharge material for choking the river beds. As the banks are raised, they have to be widened at their bases, for no earthwork of the kind will stand, except at a low angle from the horizontal; and so year by year, good land is filched away from the farmer by the never satisfied stream. When this has been going on for many years, the bed of the river is actually raised high above the level of the land, and the width of the base is measured by furlongs instead of yards: as in the instances so familiar now to foreigners, on the railway line between Kobé and Osaka, where the permanent way is actually carried through tunnels of considerable length under the beds of these rivers. Indeed, along these eighteen or twenty miles of railway, the whole process of disafforestation and its consequences may be seen in its various stages. The wood-cutter at his deadly work; the ancient river bed, dry and choked with boulders, or an arid waste of sand; the stream meandering through the plains, so shallow that when a man is tired of padding a canoe he stops out and walks; the embanked river, with its *levées* in various stages of development, from the early one where the railroad is carried over by a bridge, to the later—where, as we have said, the bed is pierced by a tunnel.

But this is only one of the results of reckless clearing of timber from the hills and gorges. The rain storm, descending upon the bare hill, runs off more rapidly than formerly; the trees, undergrowth, and herbage—and the soil which supported them, and which their roots held together—are no longer there to retain their proportion of the rainfall; from both these causes consequently the flood waters are discharged in greater volume; and, unless successfully prevented by the process of continually raising their banks, the rivers overflow the plains. On the other hand, in the dry season, under the uninterrupted rays of the sun, evaporation goes on more rapidly on these bare, desolate hills; the valley springs no longer get their supply; the rivulets no longer creep through beds of moss, shaded by stately trees, or run merrily through little rifts or clefts in the rocks, miniature gorges, where the ferns are trees, and a leap of six inches is a waterfall. Trees, moss, ferns are all dead and gone; the rills expire under the fierce heat, nor furnish to the stream their tiny contributions of which its volume is the sum: the river shrinks to a mere thread, in the midst of a parched or fetid waste, and will sometimes even die away and disappear, before it reach the sea.

These are the effects of disafforesting the hills. In the plains, the work has generally been done before, though here we must be understood to refer mainly to China; for by a happy chance, the religious cult of Japan, and we are also glad to believe, some innate love of the Beautiful, have preserved here, almost universally, groves and clumps of trees, which generally, but not always, give shelter to an image or a shrine; avenues to temples, even single large trees, remarkable for their beauty, which may be observed, almost every where, standing in solitary state amid the waving corn. The main highways are also bordered with trees, which, under the Tokugawa dynasty at least, were protected, cared for, and, as they fell, replanted. (We notice with regret that, since the Restoration, this important duty has been neglected.) But where, as in China, the plains have been denuded of their natural growth of timber, mischief almost incalculable has been done. There are always in such localities, some portions of the land, which from irregularity of surface, or other cause, are unsuitable for cultivation, and it is here that never-wasteful Nature plants. But here, the greed of the official, and the ignorance of the farmer—each looking only to the present, and neither to the future, have marred her work. The plains are denuded of their wood; and then the destroyer, mounting to the hills—as we have described—completes the work of ill. A few short years—the May writes Hoffmann—and the cultivator begins to feel the evils his unconscious enemy has wrought.

There are not a few. A heavy compulsory tax upon his labour to keep up the river banks; continual loss of his land by their encroachments on the fields; occasional devastation by floods, alternating with dessication from want of supply to the springs and streams; deprivation of leafmould compost for his ground, of shade and shelter for his beasts. He feels the want of fuel and building material; the game the forests sheltered is driven away; mast, acorns, chestnuts, and other forest fruits no longer supply him with food for himself or his pigs; and, by no means an inconsiderable deprivation—especially to the Japanese—no longer does the grateful, tender green of the foliage of spring, the deep, grand, restful masses of the summer trees, or the brilliant, changeful tints of autumn give their welcome beauty to his tired eye: nothing relieves the pitiless glare on the arid, monotonous expanse of stony hill and sandy plain; and one chief component of 'the Joyous Life' has gone from him for even.

It would lengthen this essay too much to push our argument farther; but there are books, easily accessible, which go on to show how, in the course of decades, climate rapidly changes under the effects of disafforestation; and how, under the pressure of change of climate, races and nations deteriorate, decay. But this is foreign to our purpose, which is to worn, not to discourage. It is fortunate for Japan, that—though signs of partial disafforestation are already too visible throughout the land, though it is evident that the wise old laws regulating the cutting and planting of timber have fallen into temporary desuetude—yet enough remain of heruncient forests to form sufficient nurseries for new. How these should be developed, how her bare hills may be reclothed, how her deserts may be made to 'smile, and blossom as the rose'—in fine, how Japan may re-learn "Forestry," which seems to be a forgotten, or wilfully discarded science—this we propose to show in the next number of this Review.—*Japan Times.*

TOMBS OF CHILDREN IN WESTMINSTER ABBEY.

The abbey is full of the remembrances of great men and famous women. But it is also full of the rembrances of little boys and girls, whose death shot a pang through the hearts of those who loved them, and who wished that they never should be forgotten. Almost the earliest royal monument in this abbey is of a little girl of five years old, the Princess Catherine, daughter of King Henry III., who loved her dearly. She was not forgotten, and her two little brothers, and perhaps four little nephews, were buried close to her as if to keep her company. And so there are two small tombs in Henry VII.'s Chapel of the two infant daughters of James I. Over one of them are some touching lines written by an American lady, which all mothers should read. And to these tombs of these two little girls were brought in after days by their nephew, Charles II., the bones of the two young murdered Princes, which in his time were discovered at the foot of the staircase in the Tower. And there is in the Chapel of St. Michael another tomb of a little child that died from a mistake of its nurse; and we know from her will that she never ceased to lament the little darling, and begged, if possible, very urgently, to be buried beside it. And there is a monument in the cloisters which contains only these words: "Jane Lister—dear child," with the date of the child's age and the record of her brother's death. It is an inscription which goes to the heart of every one. It was in the year 1688, just a month before the great English Revolution, but the parents thought only of a "Dear Darling" their dear child.—*Scotsman.*

[illegible] MARKETS.

As Reported [illegible] on the 3rd May, 1878.

COTTON GOODS.

American Drills, per piece	$2.65 to 2.70
American 15 lbs., per piece	$3.60 to 3.65
Cotton Yarn 24, per 400 lbs.	$94.00 to 101.00
Cotton Yarn 32, per 400 lbs.	$99.50 to 105.00
Cotton Yarn 42, per 400 lbs.	$111.00 to 115.00
Cotton Yarn	$82.00 to 84.00
Chintz, per	$1.70 to 1.75
Dyed Spotdings, per piece	$3.00 to 3.65
Dyed Broadings, per piece	$3.55 to 3.70
Dyed Damasks, per piece	$5.50 to 5.65
English Drills, per piece	$2.10 to 2.15
English Drills, per piece	$2.30 to 2.40
English Drills, per piece	$2.50 to 2.60
Grey Shirting, 4 lbs., per piece	$1.45 to 1.70
Grey Shirting, 4 lbs., per piece	$1.65 to 1.70
Grey Shirting, 4 lbs., per piece	$1.75 to 2.45
Grey Shirting, 4 lbs., per piece	$2.55 to 2.38
Grey Shirting, 4 lbs., per piece	$2.70 to 3.15
Grey Shirting, 4 lbs., per piece	$1.15 to 1.30
Grey T. Cloths, 8 lbs. 32 in. 7 lbs. p. pc.	$1.40 to 1.60
Grey T. Cloths, 8 lbs. 36 in. 8 lbs. XO p. pc.	$1.90 to 1.95
Grey T. Cloths, 8 lbs. 36 in. 8 lbs. QL p. pc.	$1.85 to 1.90
Grey T. Cloths, 8 lbs. 36 in. 8 lbs. XX p. pc.	$2.50 to 2.55
Handkerchiefs, per dozen	$0.60 to 0.65
Handkerchiefs, per dozen	$0.55 to 0.62
Handkerchiefs, per dozen	$0.72 to 0.75
Handkerchiefs, per dozen	$0.76 to 0.77
Handkerchiefs, per dozen	$1.15 to 1.25
Muslins, White, 12 yds., per piece	$2.05 to 2.25
Muslins, Whitegrund, 24 yds. p. piece	$2.30 to 2.35
Turkey Reds, 3 lbs., per piece	$0.18 to 0.19
Velvet Black, 18 inches, per yard	$0.21 to 0.22
Velvet, Coloured, 22 inches, per yard	$0.21 to 0.22
Velveteens, per yard	$0.23 to 0.29
Velveteens, Italian, per yard	
White Shirting, 54 to 60 reed, per piece	$1.05 to 2.10
White Shirting, 64 to 66 reed, per piece	$2.25 to 2.40
White Shirting, 68 to 80 reed, per piece	$2.60 to 3.15
White Shirting, 600 reed, per piece	$3.50 to 3.55
White Shirting, 7,000 reed, per piece	$3.25 to 3.30
White Shirting, AA, per piece	$1.65 to 1.70
White Shirting, EE, per piece	$5.90 to 5.95
White Shirting, MH, per piece	$4.25 to 4.30
White Shirting, BL, per piece	$6.10 to 6.15
White Spotted Jettings, per piece	$2.45 to 2.50
White Brocade, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 7 lbs., per pair	$2.70 to 3.00
Blankets, 8 lbs., per pair	$3.00 to 3.05
Blankets, 9 lbs., per pair	$4.40 to 4.50
Blankets, 10 lbs., per pair	$5.20 to 5.30
Blankets, 12 lbs., per pair	$6.10 to 6.20
Camlets, SSS, per piece	$15.80 to 16.00
Camlets, SS, per piece	$16.50 to 17.00
Camlets, S, per piece	$17.00 to 17.20
Camlets, DDB, per piece	$18.50 to 19.00
Camlets, AAA, per piece	$17.00 to 17.20
Camlets, TLL, per piece	$15.50 to 16.00
Long Ells, MM Scarlet, per piece	$8.75 to 8.80
Long Ells, MM Assorted, per piece	$8.75 to 8.80
Long Ells, HH Scarlet, per piece	$8.70 to 8.85
Long Ells, HH Assorted, per piece	$8.75 to 8.80
Long Ells, H Scarlet, per piece	$6.65 to 6.75
Long Ells, H Assorted, per piece	$14.80 to 15.00
Lastings, DD, per piece	$0.74 to 0.75
Spanish Stripes, per yard	

METALS.

Iron, Nail Rod, per picul	$2.25 to 2.30
Iron, Hoop, per picul	$3.50 to 3.55
Iron, Bar, per picul	$2.60 to 2.75
Iron, Wire, per picul	$6.65 to 7.20
Lead, WE, per picul	$6.65 to 6.70
Lead, LB, per picul	$6.55 to 7.55
Lead, Hola Chop, per picul	$6.50 to 6.55
Quicksilver, English, per picul	$62.00 to 62.50
Quicksilver, American, per picul	$63.00 to 63.20
Steel, English, per tub	$3.00 to 3.75
Steel, Swedish, per tub	$4.20 to 4.45
Sheathing Metal, per picul	$25.00 to 26.50
Spelter, per picul	$7.45 to 7.85
Tin, Malacca, per picul	$19.00 to 19.80
Tin, Plates, per box	$5.35 to 5.40

PRODUCE.

Almonds, per picul	$24.50 to 25.00
Alum, 1st quality, per picul	$1.37 to 1.40
Alum, 2nd quality, per picul	$1.28 to 1.30
Bark, Sian, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$12.50 to 18.00
Bees Wax, Hankow, Yellow, per picul	$47.00 to 48.00
Bees Wax, White, per picul	$65.50 to 65.70
Birds' Nests, 1st quality, per picul	$2,200 to 4,000
Birds' Nests, 2nd quality, per picul	$650 to 850
Birds' Nests, 3rd quality, per picul	$170 to 250
Brimstone, per picul	$2.75 to 2.80
Buffalo Hides, Manila	$13.00 to 15.50
Buffalo-Cow Hides	$7.90 to 8.05

PRODUCE.

Camphor, packed, per picul	$19.00 to 19.50
Camphor, Barrels, clean, per picul	$4,800 to 5,000
Camphor, Refuse, per picul	$2,800 to 3,200
Cardamons, Superior	$137 to 147
Cardamons, Inferior, per picul	$19.50 to 10.00
Cloves, per picul	$37.00 to 38.00
Coals, Allost, per ton	— to —
Coals, English steam, per ton	$10.50 to 10.00
Coals, Sydney, per ton	$9.00 to —
Cokes, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$23.00 to 20.00
Copper, Red, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$14.80 to 15.80
Cotton, Calcutta, per picul	$15.80 to 16.50
Cotton, Ningpo, per picul	$17.20 to 18.20
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$16.80 to 17.20
Cotton, Tientsin, per picul	$17.20 to 18.40
Cotton, Tungchow, per picul	$17.50 to 19.20
Cotton Seeds, Saigon	$5.40 to 5.60
Cotton Seeds, Siam	$4.90 to 5.00
Cuttlefish, Japan	$22.00 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chinchow, per picul	$27.50 to 29.00
Dates, Black, per picul	Tls. 2.5.5 to 2.0.5
Dates, Red, per picul	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$3.00 to 0.60
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.40 to 1.60
Flour, American, per barrel of 100 lbs.	$3.50 to 5.60
Flour, American, per barrel of 200 lbs.	$6.95 to 7.20
Fungus	$38.50 to 39.00
Flints, per picul	$0.50 to 0.05
Ginseng, American, 1st quality, p. picul	$200 to 205
Ginseng, American, 2nd quality, p. picul	$100 to 210
Hams, Ordinary, per picul	Tls. 13.0.0 to 15.5.0
Hams, Superior, per picul	Tls. 21.0.0 to 21.5.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.80
Melon Seeds, 2nd quality, per picul	$4.20 to 4.50
Mushrooms, per picul	$48.00 to 58.00
Mussels, Dry Siam large, per picul	$11.50 to 13.00
Mussels, Dry Siam middle, per picul	$8.65 to 9.35
Mussels, Dry Siam small, per picul	$7.65 to 8.35
Peas, White, per picul	$2.60 to 2.85
Peas, Green, per picul	$2.40 to 2.52
Peas, Black, per picul	$2.26 to 2.28
Peas, Yellow, per picul	$2.62 to 2.64
Peas, Green Beans, per picul	$2.64 to 2.66
Pearl Barley, per picul	$8.50 to 7.80
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6.5
Putchuck, per picul	$18.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$2.10 to 2.01
Rice, Siam, No. 2, per picul	$2.04 to 2.56
Rice, Siam, milled No. 1, per picul	$2.47 to 2.49
Rice, Siam, milled No. 2, per picul	$2.30 to 2.41
Rice, Saigon, No. 1, per picul	$2.41 to 2.43
Rice, Saigon, Hemp bags	$2.54 to 2.58
Rice, Saigon, Straw bags	$2.28 to 2.33
Rice, Japan	$2.63 to 2.65
Saltpetre, per picul	$6.55 to 5.75
Seaweed, Green, per picul	$2.00 to 3.05
Seaweed, Cut, per picul	$4.45 to 4.85
Sesamum, White, per picul	$6.35 to 5.25
Sesamum, Black, per picul	Tls. 3.0.5 to 3.3.8
Sharkfins, per picul	$35.00 to 40.00
Shellfish, Japan, per picul	$27.00 to 29.00
Shellfish, California, per picul	$8.50 to 6.00
Slipskins, per picul	$5.00 to 6.50
Straits Produce, &c.—	
Betel Nut, per picul	$4.25 to 4.35
Pepper, White, per picul	$15.80 to 14.20
Pepper, Black, per picul	$7.25 to 7.35
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$3.50 to 3.35
Sandal Wood, South Seas, per picul	$13.00 to 13.50
Sapan Wood, Manila, per picul	$1.50 to 2.00
Sapan Wood, Siam, per picul	$2.25 to 2.50
Tea Oil, per picul	Tls. 6.2.0 to 6.2.5
Sugar, Shek-lung, White, No. 1, p. pcl.	$6.70 to 6.80
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.10 to 6.30
Sugar, Shek-lung, Brown, per picul	$3.90 to 4.05
Sugar Candy, Shek-lung, per picul	$9.55 to 9.85
Sugar Candy, Foochow, per picul	$8.80 to 10.20
Sugar Candy, Swatow, White, per picul	$6.95 to 7.15
Tea Oil, per picul	$0.00 to 0.00
Vermicelli, Tientsin, per picul	$8.60 to 9.50
Walnuts, per picul	$5.25 to 5.50
Wheat, Tientsin, per picul	$1.90 to 1.90
Wheat, California, per picul	$2.00 to 2.15
Wood Oil, per picul	Tls. 6.1.0 to 6.1.5
Window Glass, per box	$2.55 to 2.65

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Argentino	Apr. 22	Barnett	Brit. str	915	Jardine, Matheson & Co	
Argyll	May 2	Scott	Brit. str	1271	Jardine, Matheson & Co	
Benledi	Apr. 24	Buchanan	Brit. str	999	Hop Kee	Singapore
Bellona	Apr. 17	Ahrens	Ger. str	789	Wm. Pustan & Co	Saigon
Bombay	Feb. 3	Green	Brit. str	749	Kwok Acheong	Repairing
Camoes	Oct. 3	—	Brit. str	95	Kwok Acheong	
Cairnsmuir	May 1	Spowart	Brit. str	1163	Butterfield & Swire	
Carisbrooke	May 1	Wharton	Brit. str	924	Man Hing & Co	Swatow
Chinkiang	Apr. 2	S. Orr	Brit. str	780	Siemssen & Co	Fiery Cross
Conquest	Apr. 3	Scott	Brit. str	1268	Kwong Lee Yuen	Shanghai
Danube	Apr. 29	Clanchy	Brit. str	1350	Kwong Lee Yuen	Hoihow
Douglas	May 1	Pitman	Brit. str	804	D. Lapraik & Co	Bangkok
Fat-choy	—	Holland	Brit. str	153	G. McBain	East Coast
Fitzpatrick	Apr. 8	Humphries	Brit. str	557	Chinese	
Glaucis Cast	Apr. 2	J. Greig	Brit. str	1538	Adamson, Bell & Co	
Glenartney	Apr. 27	Gallaud	Brit. str	1371	Jardine, Matheson & Co	Hankow
Glenfinlas	Apr. 5	Wilcox	Brit. str	1360	Jardine, Matheson & Co	Foochow
Gunga	Apr. 25	Brown	Brit. str	899	G. R. Stevens & Co	Australia
Hankow	Apr. 20	Symington	Brit. str	2331	Siemssen & Co	
Holland	Apr. 29	Adraini	Brit. str	408	Siemssen & Co	Saigon
Ichang	—	D. Martin	Brit. str	700	Butterfield & Swire	Repairing
Killarney	Apr. 25	O'Neill	Brit. str		Gibb, Livingston & Co	Star of China
Kinshan	—	Lefavour	Brit. str	1050	H.C. & M. Steamboat Co	Supreme
Kiang-chow	—	—	Brit. str		Kwok Acheong	Canton
Kin-Kiang	—	T. Banning	Brit. str	1061	H.C. & M. Steamboat Co	Taitsing
Kjobenhavn	Apr. 28	Jerichau	Dan. str	701	Siemssen & Co	Canton
Macedon	Apr. 30	Erquiaga	Span. str	371	Russell & Co	
Malabar	Apr. 26	Gould	Brit. str	1263	Jardine, Matheson & Co	Manila
Maced	Mar. 17	Morney	Brit. str	678	Landstein & Co	Niigata
Nizam	Apr. 21	Barlow	Brit. str	2700	P. & O. S. N. Co	
Norna	May 1	Walker	Brit. str	606	Kwok Acheong	Europe
Oceanic	Apr. 23	Metcalfe	Brit. str	3700	O. & O. S. S.	Swatow
Orestes	May 1	Webster	Brit. str	1327	Butterfield & Swire	Yokohama
Orissa	May 2	Briscoe	Brit. str	1119	P. & O. S. N. Co	
Pacific	Apr. 21	Lange	Ger. str	95	Hemshein & Co	Pacific Is.
Powan	—	A. G. Carey	Brit. str	1890	H. C. & M. Steamboat Co	
Sestos	Apr. 20	Tilmouth	Brit. str	784	D. Sassoon, Sons & Co	Peru
J. Jeejeebhoy	—		Brit. str	119	Kwok Acheong	Thereese & Nelly
Sunda	May 2	Reeves	Brit. str	1020	P. & O. S. N. Co	Uzziah
Tinteru Abbey	Apr. 27	Tindale	Brit. str	786	Kien Tye Loong	Velos
Tibre	Apr. 23	de Girard	Fren. str	1000	Messageries Maritimes	Yokohama
T. Yoen Byan	Apr. 1	J. Evans	Bur. str	409	Framjee Hormusjee & Co	Spore, &c.
White Cloud	—	A. Benning	Brit. str	852	H.C. & M. Steamboat Co	Macao
Yot-zai	—	D. Browne	Brit. str	250	Kwok Acheong	Macao
Zamboanga	May 1	Aranguren	Span. str	880	Landstein & Co	

SAILING VESSELS.

Vessels.	Date of Arrival	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Andreas	Apr. 27	Hoyer	Ger. bk	420	Siemssen & Co	
Anna Sieben	Apr. 5	Paulsen	Ger. bk	603	Ed. Schellhass & Co	
Antioch	Apr. 7	Seymore	Amr. bk	646	Chinese	
Areola	Apr. 23	Penery	Brit. bk	947	Butterfield & Swire	
A. Reimers	Apr. 25	Thomson	Ger. sch	207	Captain	
Beethoven	Apr. 22	Haje	Ger. bk	340	Melchers & Co	
Borneo	Apr. 25	Shaw	Amr. sh	736	Arnhold, Karberg & Co	
Brisbane	Apr. 23	Hudleston	Brit. bk	394	Russell & Co	
Bianca Portica	Mar. 31	Tancredi	Ital. bk	668	Thomas Howard & Co	
Black Prince	Apr. 2	Inglis	Brit. sh	750	Turner & Co	Foochow
Chandos	Mar. 6	Emery	Amr. sh	1505	Russell & Co	S. Francisco
C. Andrews	Apr. 22	Place	Brit. bk	356	Rozario & Co	
Chocola	May 1	Kennett	Brit. bk	284	Gas Company	
Conchita	Mar. 14	H. J. Arias	Span. bk	430	Remedios & Co	Manila
Corona	Feb. 18	Spence	Brit. sh	1